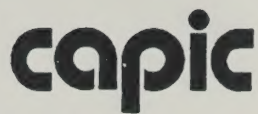


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AGENDAS / MINUTES OF THE
CENTRAL AREA PLAN
IMPLEMENTATION SUBCOMMITTEE



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PLAN IMPLEMENTATION COMMITTEE

of the Planning and Development Committee

MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA*

DATE: January 29, 1993

TIME: 9:15 a.m. - Refreshments
9:30 a.m. (sharp) - Meeting

PLACE: Room 219, City Hall

AGENDA

1. Chairperson's Remarks
2. Minutes of Meeting held December 11, 1992
3. City Hall Grounds Study - Cheryl York
4. Update on GO Transit Conversion of the TH&B Station - Gil Simmons
5. Central/Beasley Neighbourhood Plan Review - Mary Lou Tanner
6. Public Participation Paper
7. Member's Reports
8. Adjournment

Coordinator

Mary Lou Tanner 546-4148

Please call if you are unable to attend.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, December 11, 1992

MEMBERS ATTENDING

Russell Elman - Chairperson
Gil Simmons - Vice Chairperson
Ronald Faichney
Maggie Fischbuch

Durand Neighbourhood Association
North End Neighbourhoods
Senior Citizens Council - City of Hamilton
Citizen Member

REGRETS

Alderman McCulloch
Art Lomax
Bruce Rankin
Kay Nolan
Greg Gouthreau
Gerry Kennedy
Jim Drake
Gloria DeSantis

Alderman Ward 2
Hamilton Automobile Club
Hamilton
Hamilton Wentworth Roman Catholic Separate School Board
Downtown BIA
Metropolitan Hamilton Real Estate Board
Beasley Neighbourhood
Social Planning and Research Council

STAFF AND OTHERS

Mary Lou Tanner (Co-ordinator)
Joe Gravina (Secretary)
Vladimir Matus

Local Planning
Local Planning
Local Planning

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
The following list of the members of the Central Area Plan Implementation Committee is being published for the information of the public.

MEMBERS

THE HON. CHIEF MINISTER AND DEPUTY CHIEF MINISTER

THE HON. CHIEF MINISTER

THE HON. DEPUTY CHIEF MINISTER

MEMBERS OF THE COMMITTEE

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THE HON. DEPUTY CHIEF MINISTER
THE HON. MEMBER FOR
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1. Russell Elman called the meeting to order at 9:30 a.m. and welcomed those present. Russell added that Art Lomax and Gerry Kennedy were unable to attend today's meeting and send their regrets.

Russell informed the Committee that three items would be added as New Business, namely:

- a) LACAC's report on the Hunter Street Medical Health Building;
- b) Request to seek information on current and future Parking Authority projects, and;
- c) Budget - Staffing for CAPIC.

Gil Simmons asked that the following item be added as:

- d) Task Force on Sustainable Development's Vision Statement.

2. At this time Mary Lou Tanner informed the Committee that due to holidays and commitments arising from an Ontario Municipal Board Hearing in early January 1993, a January meeting would not be possible.

After some discussion, it was agreed that the next meeting would be on January 29, 1993 and no meeting would be scheduled for February. It was also agreed that the March meeting would be tentatively be set for March 12, 1993.

3. Minutes

Russell Elman stated that Art Lomax would like the following sentence added to the end of the fifth paragraph of Item 5. "He also suggested there should be some regard to priorities of expenditures in matters of planning and staffing."

It was moved by Gil Simmons and seconded by Maggie Fischbuch that the minutes be adopted as amended. Carried.

4. Business Arising from the Minutes

Mary Lou Tanner gave the Committee an update on St. Mark's Church.

5. Pathways Committee

Vladimir Matus gave an update of the Pathways Committee's work related to improving ramps and sidewalk treatments for the physically disabled. He went on to say that the Regional Ramping Committee's mandate had been achieved. Now the focus is to examine how open spaces and connections between buildings can be improved to allow easier accessibility for the physically disabled.

Russell Elman suggested that a member of the Pathway's Committee be invited to the next meeting and be asked if they would like to be represented on CAPIC.

Vladimir Matus agreed to extend the invitation at their next meeting to be held on Tuesday, December 15, 1993.

6. Public Participation Paper

Russell Elman asked the Committee members if there were any comments regarding the revised Public Participation Paper. After some discussion it was decided that, as many members were not present, the Paper should be tabled until January's meeting. This was agreed.

7. New Business

7a) LACAC's report on the Hunter Street Medical Health Building

Russell Elman informed the Committee members that he had received LACAC's correspondence regarding their position that the City should not allow the demolition of the Medical Health Building on Hunter Street.

Gil Simmons concurred adding that the building was a good example of Architecture in the early 1950's. She added that the future possible reuse of the site as a parking garage/condominium is not acceptable.

It was moved by Gil Simmons and seconded by Maggie Fischbuch that LACAC's letter be received and that their efforts to retain the building be commended.

Carried.

7b) Parking

Russell Elman gave the Committee an update on the City Hall's western parking lot. Russell went on to suggest that CAPIC seek information from the Parking Authority regarding plans for parking lots/structures that are under way and future plans within the Central Business District.

Mary Lou Tanner informed the Committee that John Sakala will be inviting CAPIC to a meeting of the Urban Design Committee regarding the Medical Health Building. The meeting will be on January 18, 1993 at 6:00 p.m. in Room 219 at City Hall.

Mary Lou Tanner stated that there is currently no legislative means to enforce the site plans of Municipal Parking Lots.

Russell Elman suggested that the information include criteria for establishing locations, size and cost of proposed parking lots/structures.

Mary Lou Tanner suggested that a letter requesting information on current and future projects in the Central Business District be circulated to the Parking Authority. She added that there are several issues; namely, private parking lots, zoning and how to enforce Site Plan Control in the Central Area with respect to parking lots.

7c) Budget

An update on the Budget process was presented.

Russell Elman suggested that he and Gil Simmons meet to discuss options on how to deal with the budgetary constraints. He also asked that cities similar to the City of Hamilton in size be contacted in order to determine how other Central Area Committees operate in terms of their role, meeting schedule, staff support etc.

It was agreed that five cities be contacted.

Action: Joe Gravina

7d) Task Force on Sustainable Development

Gil Simmons asked that a letter reaffirming CAPIC's position that the Task Force Vision Statement should make better reference to the Central Area being a Regional Centre be sent to Task Force Chairman Alderman Ross with a copy to Mark Bekkering.

Action Taken: The letter was sent on December 14, 1992.

8. There being no further business, the meeting was adjourned.

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DRAFT - December 1992

PUBLIC PARTICIPATION IN THE CENTRAL AREA

DISCUSSION PAPER

Implementation Strategies for the Public Participation Policies
Outlined in the Central Area Plan

Prepared by the Central Area Plan Implementation Committee (CAPIC)

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Appendix A

1.0 INTRODUCTION

In adopting the Central Area Plan, September 1988, CITY COUNCIL acknowledged, and mandated, "public participation" as a basic thrust of the Plan. In the language of the Plan, it is an "essential component":

"Strong public participation will be an essential component in implementing the policies in the Plan. Public participation is the ongoing involvement of residents and business people in the decisions which affect their lifestyle, quality of life, property values, health of their businesses and enjoyment of their surroundings. Public participation is recognized as citizens' rights and is an important part of the planning process.

The implementation of this plan should provide for the following public participation principles and be in accordance with the provisions of Section D.9:

- (i) information will be disseminated to the public in a clear, concise manner designed to achieve a broad understanding of the policies and programs and their impacts;*
- (ii) the City will actively seek opinions, attitudes and advice of individuals, community and special interest groups regarding policies, programs and studies, as well as contemplated or impending changes to existing policies and programs; and,*
- (iii) reporting mechanisms will be in place which will provide Council with complete and unbiased results of this consultation."*

Recognizing the importance of public participation in the planning process, CAPIC is committed to enhancing public input. This paper outlines strategies for improving public participation in the planning process. It is recognized that other City Departments also have public participation, but they are not described here.

This paper is based on three major assumptions. The first is that even though neighbourhoods are the planning structures for the city, neighbourhood associations are not the only structures through which people organize. The second assumption is that there is a need for ongoing participation, that effective public participation can only occur on an ongoing basis. The third assumption is that there is a need for the City to explore new techniques, i.e. a new bag of tricks, to elicit effective participation from the public.

The purpose of this paper is to explain what public participation is and what it could be in local planning based on the variety of experiences of CAPIC members. The City uses the neighbourhood as the planning unit, thus we are also using the concept of neighbourhoods, but with an understanding that there are a variety of publics in a neighbourhood, and they need to be accessed via community groups. CAPIC believes that public participation can be a very positive and empowering experience for community people, but it can also be disempowering and

tokenism. Thus, CAPIC is most interested in describing public participation, including key ingredients for healthy public participation, in order to encourage community people to take a more active role in the evolution of their communities. CAPIC hopes the City of Hamilton will revise its public participation strategies based on some of the ideas presented in this paper.

2.0 KEY CONCEPTS

Some key terms require explanation at the outset.

Urban planning refers to the planning involved over a broad range of topics including transportation, recreation, economic development, education system, urban architecture, etc.

Community interests refers to the myriad of ideas and values reflected by individuals as well as groups in an area of the City.

Staff refers to all City and Regional staff, not just Planning Department staff. Therefore engineers, economists, public health nurses, etc. are included in this definition for the purpose of this Paper.

Public participation is the ongoing involvement of residents, agency people, and business people in the decisions which affect their lifestyle, quality of life, property values, health of their businesses and enjoyment of their surroundings.

Neighbourhood is a spatial unit most often defined by Planning Departments as a certain number of City blocks, corresponding population, and population density. Nonetheless, neighbourhood people often define their neighbourhood without regard to planners' imposed boundaries, but instead, on their daily experiences, familiarity and comfort level with the urban streetscape. Neighbourhood to them might be one block or the 10 blocks which line a certain street on the way to a grocery store. The geographic neighbourhood, the spatial unit defined by Planning Departments, is the basis for land use planning in the City of Hamilton.

Despite the fact CAPIC has attempted to be broad in its definitions, and its descriptions of public participation, it is an advisory committee to the Planning and Development Committee on a variety of land use issues in the Central Area. As well, it is staffed by the Planning Department. CAPIC also advises the Planning and Development Committee on a variety of land use issues. As a result, many of the examples are land use oriented and there is much reference to public participation as required by the Planning Act.

3.0 CONTEXT OF PUBLIC PARTICIPATION FOR CAPIC

Public participation in all of its various forms is on the public agenda. In its National Report, the Spicer Royal Commission calls for more consultative and consensus-building processes in the national decision-making arena. They believe we cannot shape solutions to our problems or make creative use of our national opportunities without extensive public participation.

At the provincial level, Ontario has created a variety of participatory forums to help with policy planning and determining strategic directions. Some of these are short-term processes, where members of several informed publics sit on advisory bodies (e.g., the Premier's Council on Health Strategy). Others are longer term and include representative and participatory bodies which have an ongoing role in policy development (e.g. Technology, Training and Education bodies).

At the Regional and City levels, there is currently a mandated process of public participation in land use planning which generally comes in the form of a public meeting. For example, public meetings regarding zoning changes are mandated by the Planning Act. People are notified and invited to speak for or against a zoning change. Information received by elected persons during this public meeting is intended to assist them in their decision-making. This mandated form of public participation seeks responses from people and provides an important gauge of public opinion.

At the City level, there are two distinct types of public process used: those required by the Planning Act and those that the City of Hamilton undertakes over and above the Planning Act requirements (Appendix A describes these processes in diagram form).

3.1 City Planning Processes Required by the Planning Act

- i) Official Plan Amendments - require a public meeting of Council to consider the amendment. Notification is given to landowners within 400 feet of the subject property. In the case of policy (text) amendments, notification is placed in the Hamilton Spectator.
- ii) Zoning - municipalities are required to have a public meeting to consider a By-law that changes the zoning for a property or group of properties. However, the By-laws are often technical in nature and may not answer questions arising from members of the public. In Hamilton, proposed changes in zoning are heard at Public Meetings of the Planning and Development Committee. Five days before the Public Meeting, a report from the Planning Department is available for all participants (Committee members, the public, the proponent). The staff report contains the draft text of the By-law as well as a discussion of the material aspects

of the proposal (i.e. what type of development, its size, intended use of the property, number of parking spaces, etc.), a review of the relevant planning policies, and an evaluation of the merits of the proposal.

The Planning Department also seeks to inform the public at the earlier stages of the development application. All applications for a change in zoning require a sign of public notice to be placed on the property, containing information on the material aspects of the application. The sign is 4' x 8' and must remain posted on the property until Council makes a decision about the application. For Public Meetings, all residents living within 400 feet of the subject property receive a notice in the mail detailing the proposal as well as the date and time of the meeting. The notice also includes instructions on how persons may submit comments - orally, in writing, or both. It should be noted that the sign of public notice is not required by the Planning Act; however, the notification by mail is.

- iii) Site Plan - no public meeting is required.
- iv) Committee of Adjustment - a public hearing is required with circulation of notices to landowners within 200 feet.

3.2 Other Public Planning Processes

Generally two processes are followed. The first involves the formation of a representative citizens committee to deal with an issue (such as a neighbourhood plan) in a developed area or a modified neighbourhood plan review - examples are Carter Square Redevelopment Project and Kirkendall Neighbourhood Plan. In this process, the citizens committee prepares the proposed plan for their neighbourhood. Staff from the Planning and Development Department act as resources to the Committee and do background research on the Committee's behalf. Once the vision is completed, it is circulated to agencies for comment (these agencies would include other City and Regional Departments as well as any other affected groups such as the Conservation Authority or one of the Railway Corporations). The proposed plan is presented to the public via one or more open houses and public meetings. The proposed plan may be revised based on the comments received from the public and agencies. Once finalized, the proposed plan is submitted to the Planning and Development Committee along with a report from the Planning and Development Department regarding the proposed plan.

In the second process, the Planning Department undertakes the background research on a specific issue or project. The form of the research may include statistical information, information on policies of other municipalities addressing a similar issue, an analysis of the existing issues, and any other necessary information. Based on the research, options to address the issue or issues are identified. The background research and the options are presented to the public through one or more open houses and public meetings. At that time, the Planning Department records oral submissions and also invites written submissions from the public.

Generally two to three weeks are given for the public to make their written submissions. Once all submissions are received, each is analyzed in context of the study and included in the decision as to which option is recommended to the Planning and Development Committee. All citizens attending the open houses and public meetings are informed of the date of the Committee meeting where the decision regarding the study will be made. This process is used in undeveloped neighbourhoods, policy studies, and text amendments to the Zoning By-law. There are two schematic flow charts describing these processes and these are contained in Appendix "A".

The Planning Department often uses the above two processes to facilitate the preparation of amendments (Official Plan and Zoning). In addition, the information gathered in the above processes may indicate the need for further amendments; for example, the Neighbourhood Plan can necessitate amendments to the Official Plan - this occurred in both the Beach Neighbourhood Plan and Sheldon/Mewburn Neighbourhood Plan. These types of amendments are both enhanced and facilitated by the process used over and above the requirements of the Planning Act.

At the Regional level, there are also examples of public participation which go beyond those mandated by the Planning Act. These include the Regional Task Forces on Sustainable Development and Affordable Housing, and the Remedial Action Plan for Hamilton Harbour.

4.0 WAYS OF MAKING PUBLIC PARTICIPATION MORE EFFECTIVE

There are many ways to involve the many publics which comprise the City of Hamilton in local policy and decision-making. The following list highlights some of these ways.

4.1 Degree of Recognition of Several Publics for Participation

- * All community interests must be included in the process to properly plan for an area. The City must undertake efforts to identify all community interests, and develop strategies to bring all these community interests into the process. Community interests include the home owners, tenants, residents of residential care facilities, social service agencies, the public as a whole, businesses, land-owners, land developers, special interest groups, and government agencies.
- * A variety of publics should be sought out for a process; thus, time must be built into the activities to allow for quality participation.
- * In order to involve all community interests, a number of issues have to be addressed. The effective distribution of information is essential, as are the location and timing of meetings, the methods of advertising for the meetings, the structure of the meetings (i.e. the atmosphere), etc.
- * Encourage communication between various community interests.
- * Neighbourhoods are typically defined geographically and in some instances people within those geographical boundaries do not relate to each other because of different values and perspectives. This should not be a surprise given the variety of publics which comprise neighbourhoods in the urban core. Every group has a legitimate and no less important perspective in planning initiatives. A few examples of the variety of publics help make this point.
 - * people who organize neighbourhood associations which are concerned with specific or general planning issues
 - * Block Parents who offer a safe place for children who may be in danger on the street.
 - * People who live in residential care facilities.
 - * Neighbours who participate in Neighbourhood Watch and watch each others' home for intruders, etc.

- * People who spend time together because they share similar cultural and/or racial backgrounds.
- * Church groups which are composed of people who live near the church and meet regularly.
- * Groups of people who interact regularly because of similar political party support.
- * People who rent their homes and may come together around a property owner issue.
- * Groups of people who, because they are the same age, spend time sharing similar interests.
- * Business proprietors groups who work together to promote their establishments.

The challenge for those promoting public participation is how do we ensure that balanced input and participation happens across all groups. The larger public participation challenge is if certain groups do not exist because these individuals do not have the time or resources to organize themselves into a group.

4.2 Degree of Recognition of Varying Mechanisms to Solicit Participation

- * There are many different public participation mechanisms. These range from public meetings, open houses and community surveys which are owned and organized by the municipality through to community-based steering committees and joint planning strategies which are owned and coordinated by a variety of people including community people, agency staff, business proprietors and municipal staff. For example, timely neighbourhood plan reviews in local Planning Departments often provide a means to facilitate community development.

4.3 Degree of Control of the Process by the Publics

- * The two-way flow of information has been identified as an important aspect of public participation. Full availability of information can start to address the power imbalance between those in power, the planners, and the various publics. The quality and type of information is also important; jargon and excessive volume hinder effective contributions by the public. Opportunities for incorporating enhanced communication between the City (i.e., staff and politicians) and all affected people must be explored.

4.4 Public Participation Techniques

- * There are a myriad of 'techniques' that can be used to actively elicit effective participation from the public. The City must develop expertise, a bag of tricks, in methods of community development and 'community communication'. In order for such encouragement to be successful, we recommend that staff with community development expertise be assigned to support community organizations. In particular, we recommend that an experimental program of storefront community centres be established in selected Central Area neighbourhoods, through which community information and community participation programs could be designed and operated with the leadership of a team of community representatives and (City) support staff.

4.5 Timing of the Requests for Public Participation

- * The public not only need information in order to make appropriate decisions, but need to be informed of planning activities at the beginning of these processes so that they can effectively participate in these processes. Information should be circulated with ample time for people to read it and prepare for a meeting. Requesting and encouraging public input on planning issues before reports are drafted is an essential criterion.

4.6 Direction of the Flows of Information, Opinions, etc.

- * Community consultation must never be "tokenism", with the findings preset in advance. Nor should they be merely a forum for receiving "opinions". They must be opportunities for actual planning, with output (e.g., written reports, neighbourhood plans, etc.) varying according to the ideas and suggestions expressed by its participants. They must include the appropriate compromises and trade-offs made by all community interests.
- * Allowing the variety of publics to determine what their issues are is critical.
- * Enhancing interdepartmental communication is also important. The ideal of 'effective' public participation requires an opening up of planning processes within all city departments, not just the Planning Department. This will require the various departments to link more effectively to each other, and also to community groups, businesses, individuals and agencies. Thus, a coordinating mechanism needs to be established by the City, to ensure that all departments are aware of and can contribute to future policy initiatives and changes from their initial stages onward. For example, if the City were to be developing the terms of Reference for a transportation study, a study which will have fundamental impacts on the entire community, and most especially on the Central Area, a number of City and likely Regional departments would have to work together to address this in a holistic, integrated fashion, and to present a clear, concise picture of possible opportunities and requirements for public participation.

4.7 The Quality of Information Circulated to the Public(s)

- * Some neighbourhoods involved in a land use planning process may contain high numbers of residents who may not speak English very well. Efforts should be made to translate information about public meetings, advisory committee recruitment, etc. so that people can make informed choices about their potential role. The quality and type of information is also important; jargon and excessive volume hinder effective contributions by the public. Opportunities for incorporating enhanced communication between the City (i.e., staff and politicians) and all affected people must be explored.

4.8 Degree of Enabling People to Help Themselves

- * Reviewing current planning procedures to enhance existing public participation procedures. There is a need to articulate a philosophy regarding enabling people to help themselves.

4.9 Degree of Facilitating City Council in its Decision-Making

- * Public input in the planning process does not necessarily delay the process. In fact, if it is properly provided for, it can streamline the process, as it provides an opportunity for mediation. All issues and positions are presented to Council to enable decision-making with full disclosure of the parties and their positions.

5.0 RECOMMENDATIONS FOR CAPIC AND CITY COUNCIL

5.1 CAPIC

1. CAPIC will annually review its membership and evaluate whether adequate representation is made from all sectors in the Central Area. It will outline who are those community interests.
2. In order to encourage the formation and integration of community groups in the process, CAPIC will commit itself to disseminating information. CAPIC will therefore:
 - i) identify common meeting places in the Central Area and its neighbourhoods where meeting information and information about planning issues can be disseminated, i.e. the libraries;
 - ii) identify organizations in the Central Area and its neighbourhoods which can disseminate information about planning issues (i.e. churches, schools, Community Information Service);
 - iii) ensure that information on community issues, resources and concerns is accessible and understandable at the community level; issues such as language, medium of advertising, disabilities (i.e. hearing and vision impairment), literacy, etc. must all be addressed.

5.2 City Council

CAPIC requests Council to undertake the following actions:

1. Council should support the preparation and timely review of all neighbourhood plans in the Central Area through the following process:
 - i) obtain community needs and priorities for neighbourhood planning in the Central Area through a variety of mechanisms, including surveys and community development strategies.
 - ii) request Staff to review the neighbourhood planning process in the following areas:
 - standardizing background data collection and reports;
 - developing strategies for encouraging the involvement of community groups;

- working with McMaster University and Mohawk College to obtain assistance in background and neighbourhood plan development;
 - better link local and Provincial funding to address community development concerns through PRIDE programs and community planning branch grants;
- iii) undertake ongoing work with community groups regularly (i.e., 5 years) to review and reassess Neighbourhood Plans and to undertake changes on a regular basis thereby avoiding large scale Neighbourhood Plan Review Hearings; and
 - iv) address re-development pressures through modified neighbourhood plan amendments which focus on smaller areas and can be undertaken in shorter time frames.
2. Council will direct municipal staff to undertake, in partnership with a community advisory committee, a study of current planning practices and procedures with the aim of improving the quality of public participation. Included in this process will be a review of the quality and type of information provided for the public. Opportunities for incorporating enhanced communication between the City (i.e., staff and politicians) and all affected people must be explored.
 3. Council will support community groups through the provision of available staff resources. The function of these staff resources will be to assist community people. In order for such encouragement to be successful, we recommend that staff with community development expertise be assigned to support community organizations.
 4. Council will review establishing an experimental program of storefront community centres in selected Central Area neighbourhoods, through which community information and community participation programs could be designed and operated with the leadership of a team of community representatives and (City) support staff.

APPENDIX A

NEIGHBOURHOOD PLANNING PROCESS IN UNDEVELOPED NEIGHBOURHOODS

DATA COLLECTION

INHOUSE DATA COLLECTION

- statistics, site surveys, policies
- preparation of background report
- comments from City and Regional Departments and other agencies

PLAN PREPARATION

DRAFT NEIGHBOURHOOD PLAN

- identification of problems with technical departments
- development of goals and objectives
- formulation of alternative plans
- development of proposals and policies
- selection of preferred alternatives
- circulated to City and Regional Departments

PUBLIC MEETING APPROVAL

PLANNING AND DEVELOPMENT COMMITTEE

- authorizes public meeting on neighbourhood plan

PUBLIC MEETING

PUBLIC MEETING

- plan presented to all neighbourhood citizens
- written submissions invited from the public

STAFF REVIEW

STAFF REPORT

- final report on plan
- comments on written submissions

PLANNING COMMITTEE REVIEW

PLANNING AND DEVELOPMENT COMMITTEE

- final report presented
- plan approved

COUNCIL ADOPTION

COUNCIL

- adoption of plan

IMPLEMENTATION

IMPLEMENTATION

- official plan
- zoning
- site plan control
- public and private expenditures
- budget

NEIGHBOURHOOD PLANNING PROCESS IN DEVELOPED NEIGHBOURHOODS

DATA COLLECTION

DATA COLLECTION

- statistics, site surveys, policies
- collection of background information
- comments from technical

PLAN PREPARATION

CITIZENS' COMMITTEE MEETINGS

- orientation and discussion
- presentation of background materials
- identification of problems with technical departments
- development of goals and objectives
- submission of briefs by members
- formulation of alternative plans

FEEDBACK FROM DEPARTMENTS

DRAFT NEIGHBOURHOOD PLAN

- circulation to technical departments for

PUBLIC MEETING APPROVAL

PLANNING AND DEVELOPMENT COMMITTEE

- authorization of public meeting on the proposed

PUBLIC MEETING

PLANNING AND DEVELOPMENT COMMITTEE

- plan presented to all neighbourhood citizens and owners

STAFF REVIEW

STAFF REPORT

- revisions to plan, and final report presentation
- comments on written

PLANNING COMMITTEE REVIEW

PLANNING AND DEVELOPMENT COMMITTEE

- final plan and report presented
- plan approved

COUNCIL ADOPTION

COUNCIL

- adoption of plan

IMPLEMENTATION

IMPLEMENTATION

- official plan
- zoning
- site plan control
- administrative procedures
- budget
- public and private

Is it curtains for the suburban dream?

BY JOHN BARBER
Design Reporter

PLANNING, John Sewell admits, is the most boring word in the English language. "I mean, planning!" he says incredulously, drawing the word into a convincing snore. As someone who has been immersed in planning issues since 1969, when he was first elected to city council, the former mayor of Toronto has no illusions. He knows what he's talking about.

Sewell also knows that his latest opus, *The Draft Report of the Commission on Planning and Development Reform in Ontario*, which he wrote in collaboration with fellow commissioners Toby Vigod and George Penfold, is not about to edge Jackie Collins off the bestseller lists. Anyone who has read or heard about the report since its release last week knows already: This is not sexy stuff.

And yet, in its compact 90 pages, the draft report is a remarkable document. Hidden amid the recommendations on sewer capacity and municipal restructuring is nothing less than a blueprint for redesigning Ontario. Not since the first ragtag bands of surveyors dragged their chains across the Upper Canadian wilderness has anyone proposed such radical surgery to the province.

"We think it's a monumental piece of work," said Morley Kells, former provincial cabinet minister and current president of the Urban Development Institute, a group that represents Ontario's largest developers. "Whether or not it becomes law," he added, "this report will be taught in schools for 10 years."

The Sewell report proposes tough new environmental controls to achieve many changes, including protection of natural features and agricultural land. But it also sets out suggestions to remold the urban landscape that, taken together, would abolish the sprawl that has eaten up so much of the province over the past 40 years. Although he won't go so far as to say that his report calls for an end to the suburban dream, Sewell agrees that it does represent a fundamental attempt "to rethink how we build cities."

In that respect, the key word that emerges from the Sewell report is intensification. Rather than allowing cities and towns to continue endless low-density expansion, Sewell and his colleagues imagine a future in which the only permissible expansion would occur within established borders — exchanging the "green fields" of traditional suburban development with the "brown fields" of underused urban land.

"If there's one problem with urban form in North America, it's really uninteresting," Sewell said in an interview. "Rather than rethink how you develop a particular piece of land, we've tended to say, 'Let's abandon that and start somewhere else.'"

"We've got to the point in some parts of Metro where there are large expanses of abandoned space... Take a look at the area around the North York Civic Centre — it's vacant, it's really frightening.

The compact alternative promoted by Sewell is one in which there is "much more attention paid to small-scale additions to the city that would make it much more interesting." He added that intense development would create greater diversity in the types of housing available and, overall, a richer urban fabric. "This great muddle of activities," he said, gesturing out the window of a downtown high-rise, "will start to be seen in those parts of the city we've built since the 1950s."

In essence, the Sewell report calls for a return to the traditional, pre-modern city, something many urbanists have been supporting for years. But now, the most compelling argument in its favour is economic. In short, the generous government subsidies that formerly concealed the true costs of unrestrained suburban development are no longer available.

"I think there's a reality about it, given the freeze on provincial money," Sewell said. He cited the example of a town near Toronto that had obtained all the necessary approvals for a 1,500-house subdivision only to discover that the province couldn't afford to pay for the new sewage plant it required.



John Sewell,
planning commission head

suburban development doesn't produce enough revenue to pay its own costs."

While development requires new water and sewage facilities, schools, roads and transit, existing infrastructure is underused or abandoned. Across southern Ontario boards of education are tearing down schools in depopulated areas while struggling to meet demand in subdivisions. "We can't continue to do this," Sewell said. "We've got to say, 'Gee, we've built all this infrastructure; we can't afford to throw it away. We've got to re-use it.'"

One of the commission's studies found that since the 1950s, population density even in traditional, built-up Ontario cities has decreased by half, from 10,000 people per square mile to 5,000. "The same sidewalks are there, the same roads, the same pipes... but there's half as many people," Sewell said.

So far, development-industry reaction to the commission's proposals has been surprisingly muted. "We have no argument with the approach that you should use existing infrastructure and get more people living where you have the infrastructure," Kells said. "We've always said to governments, 'If you can make that happen, the industry will build.' " But both Kells and Peter Goldthorpe, spokesman for the Ontario Home Builders Association, argue that social costs associated with more compact development could offset any infrastructural savings.

In a larger sense, the real impediments to the new-design communities envisaged by the Sewell Commission are cultural. "Our industry has thrived on delivering a product that's in demand," Goldthorpe said. "I think Sewell's argument is with the consumer, not with the industry."

"It's a cultural change, there's no question about that," Sewell said. "The fear that people have about intensification is that it will happen in the same way as it happened in the 1970s in Toronto, where right in the middle of your neighbourhood — plop! — here comes a 30-storey apartment tower... The form is just so awful compared to what's already there."

In order to prevent such insensitive redevelopment, the commission is proposing another fundamental innovation — development controls in the form of explicit design guidelines rather than the zoning bylaws that currently do the job. While zoning rules specify such factors as permitted density and use, they are notoriously silent on the question of a new building's actual physical form. Design guidelines, which the commission proposes as an alternative for communities that want to make use of them, replace legal language with actual physical requirements, spelling out such factors as a building's height and bulk, and relationship with existing buildings.

"People want to be assured that if intensification is going to happen in their neighbourhood it will happen in a way that's appropriate, that strengthens the urban form rather than hurts it," Sewell said.

In practical terms, design guidelines could also be used to restore the continuity of older streets chopped up by postwar development, or to force a gradual cleanup of the strip-mall slums that now surround most Ontario towns. "We've got to get back to the idea of actually having private space enclosing public space, and design guidelines can achieve that," Sewell said.

In the context of the report's many sweeping recommendations, it must be admitted that the issue of design guidelines is a mere detail. In fact, the report's ambition to reform every aspect of how Ontario plans, with huge structural changes and new policies concerning everything from architectural detail to fish habitat, could turn out to be its downfall.

"We think Sewell somewhat ignores the political realities of what he's asking for," Kells said. As a veteran of the Ontario political system, he added that the chances of the NDP government actually translating the report into legislation by the end of the current term are "absolutely none." But he does think the government will adopt many of its recommendations as a matter of policy and, in the long term, the report could have a substantial impact. "The work they've done here will permeate through all parts of government. They'll all borrow and bite from it for the next 10 years. That's the service I think he's done."

That's not how Sewell sees it; in fact, the commission hurried up its report to leave time for new legislation before the end of the term. "Now's the time to address these kinds of questions," he said.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA*

DATE: March 12, 1993

TIME: 9:15 a.m. - Refreshments
9:30 a.m. (sharp) - Meeting

PLACE: Room 219, City Hall

AGENDA

1. Chairperson's Remarks
2. Minutes of Meeting held January 29, 1993
3. West Harbourfront Study
4. Parking Lots in the Core Area
5. Member's Reports
6. Other Business
7. Adjournment

Coordinator

Mary Lou Tanner 546-4148

* Please call if you are unable to attend.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, January 29, 1993

MEMBERS ATTENDING

Russell Elman - Chairperson
Gil Simmons - Vice Chairperson
Gloria DeSantis
Peter Orslake (for Ronald Faichney)
Maggie Fischbuch
Greg Gouthreau
Gerry Kennedy
Kay Nolan
Mary Pocius

Durand Neighbourhood Association
North End Neighbourhoods
Social Planning and Research Council
Senior Citizens Council - City of Hamilton
Citizen Member
Downtown BIA
Metropolitan Hamilton Real Estate Board
Hamilton Wentworth Roman Catholic Separate School Board
International Village B.I.A.

REGRETS

Alderman McCulloch
Art Lomax
Jim Drake
John Eyles
John Nolan

Alderman Ward 2
Hamilton Automobile Club
Beasley Neighbourhood Association
McMaster University
Citizen Member

STAFF AND OTHERS

Mary Lou Tanner (Co-ordinator)
Cheryl York
Hoda Kayal
Paul Ortmann

Local Planning
Culture and Recreation
Property Department
Stinson Community Association

1. Chairman's Remarks

Russell Elman called the meeting to order at 9:30 a.m. He informed the Committee Members that the budget for the Local Planning Branch had been finalized with some reductions in CAPIC service, in that fewer staff people would be providing service to CAPIC.

2. Public Participation Paper

After discussion, it was moved by Mary Pocius and seconded by Gil Simmons that:

- a) The subject headings in Section 4 be changed in accordance with those recommended by Gloria DeSantis;
- b) The existing recommendations be deleted in their entirety;
- c) That a report be submitted to the Planning and Development Committee with the following recommendations:

Council be requested to:

- i) Establish guidelines and policies for public participation in all matters within its jurisdiction, involving the public in this process, and provide for effective implementation;
- ii) Initiate action to establish consistent and effective public participation guidelines and policies in all departments administered by the City of Hamilton;
- iii) Initiate action to encourage the Regional Municipality of Hamilton-Wentworth to adopt similar public participation guidelines and policies, especially in all areas directly affecting the City of Hamilton;
- iv) Initiate action to establish mechanisms whereby members of the public can have convenient and timely access to all City of Hamilton public documents, including agendas and minutes of Council and Committees, policy papers, and other information.

Carried: (Note: There was one abstention).

3. City Hall Grounds Study

Cheryl York presented the City Hall Grounds Study including the proposed concept plans resulting from the study. She advised that the study results were presented to the Finance and Administration Committee on January 21, 1993. At that time, it was recommended that further consultation be undertaken with the public. CAPIC will be one of the public groups circulated.

It was moved by Gerry Kennedy and seconded by Kay Nolan that the Culture and Recreation Department be requested to hold a public meeting to present the study's findings.

Carried

4. **GO Station Refurbishment**

Gil Simmons updated Committee members on the progress of the working drawings. She advised that the GO Station Sub-Committee had met; copies of the minutes of that meeting were provided to members.

5. **Central/Beasley Neighbourhood Plan Review**

Mary Lou Tanner advised the Committee members that the Neighbourhood Plan Review Committee would be formed shortly as a report was being submitted to Planning Committee recommending the Committee's formation. A CAPIC representative should be appointed. As Mary Pocius will be representing the International B.I.A., it was suggested she be approached.

Action: Mary Lou Tanner

6. **Minutes of December 11, 1992**

It was moved by Gil Simmons and seconded by Greg Gouthreau that the minutes be adopted.

Carried

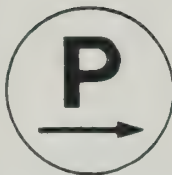
7. **Members' Reports**

- a) Russell Elman reported that the Canada Life Building on James Street South was being renovated for office use.
- b) Gil Simmons reported that Council has recently approved the West Harbourfront Development Study. She requested that this be placed on the agenda of a future meeting for discussion.

8. **Adjournment**

It was moved by Gil Simmons that the meeting be adjourned.

Carried



**THE PARKING AUTHORITY
OF THE CITY OF HAMILTON**

PETER G. BAKER
GENERAL MANAGER

TELEPHONE: (416) 523-PARK
FAX: (416) 523-0878

80 MAIN STREET WEST, HAMILTON, ONTARIO L8P 1H6

[illegible]

December 21, 1992

Ms. Mary Lou Tanner,
Planner I, Neighbourhoods
CAPIC Coordinator
City Hall, 70 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Ms. Tanner:

RE: INFORMATION ON MUNICIPAL PARKING IN HAMILTON CENTRAL AREA

In reply to your letter of December 14, 1992, I am pleased to provide some information to CAPIC regarding parking facilities in the Central Area of Hamilton. I shall use the questions and the corresponding numbers from your letter as a guide.

(1) Location and size of existing Parking Authority lots: I attach for your reference a street plan showing both the privately owned public carparks and Municipal carparks in the Central Business area. The Municipal carparks are highlighted in green for ease of reference.

(2) Location and size of proposed parking facilities: Although all of these plans are far from being concrete, I can advise that the following are on the books:

(i) Southwest Corner of King and Bay (firm): 270 spaces on land leased from Leggat family (this is also marked on the attached plan although it does not take place until February, 1993);

(ii) Parking structure--King William and Mary: 300 spaces (approx.) to be included in joint venture development with Non-Profit Housing Group (Municipal). (This plan is pending while a number of issues are resolved.)

(iii) Parking structures at Main and Ferguson, City Hall, and Board of Education---all of which are possibilities, but fairly far along into the decade (no firm size estimates although they would collectively total approximately 1,000 extra stalls after deducting the current parking spaces on the subject lands);

(iv) Land acquisition: The Authority plans to make suitable land acquisitions in the CBD if available and if they can be supported for the most part by user fees. A large provision has been made the upcoming Capital Budget programme for this eventuality.

(v) GO Centre: Approximately 200-220 spaces to complement increased demand for parking in this area in support of related businesses which will come in as a result of the GO Centre (Note: it is not intended that the commuter would ordinarily be served by this facility.)

The Authority is interested in having a strong presence in all quadrants of the CBD. It is obvious that most areas are currently well served with parking and one could perhaps wonder why the Authority has expansion plans. The answer is that the privately held lands being used for public parking are only waiting for development to occur; once the owners have plans for building then this parking will disappear. A good example of this phenomenon is in the South-East quadrant and above the Hunter street tracks up to St. Joseph's Hospital.

(3) Estimated cost per space to construct: The cost per space for surface car parks (assuming no buildings or major obstacles) is from \$1,200 (minimum charge on a very large carpark with easy access) to as high as \$4,400 for a small carpark with difficult access. The cost to construct an above ground parking structure ranges from \$9,000 (large scale) to \$12,000 (small scale). Underground, because of the extra cost of excavation and ventilation, will range from \$15,000 to \$19,000 for the same examples.

(4) Criteria and Site Selection: The need for Municipal parking in the CBD is determined in a combination of a number of ways: existing presence of Municipal parking; customer survey; parking studies; guidance from planning department; number of privately owned public parking sites; particular business being created on a specific site; the need to create a parking "anchor" in an area; political pressure. The fine tuning on a particular site selection is made by using the following evaluation measures:

(i) Access: The site should be located to provide as direct and clear a vehicular entry system as possible, without requiring the customer to cruise around blocks or to travel down unfamiliar lanes or sidewalks. At the same time, we try to avoid locations which require entry/exit drives close to major intersections because of potential traffic queues.

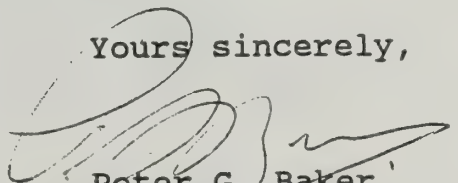
(ii) Shape: Although irregular shaped sites are possible to work with, it is always better to find property which is in a normal parking module of 56 to 60 feet in width and preferably 120 feet wide at minimum. The length can feasible go up to 300-400 feet.

(iii) Mixed use: Acquiring land which will serve a variety of parking needs is always preferable for the obvious reason that the parking day can be easily extended into the evening hours. This mixing of use maximizes revenues and spreads the fixed costs over a longer period.

Overall, of course, it is LOCATION which gives the best measure of a potentially successful carpark. The proximity to the customers being served and the ease with which the public can enter or exit the site in vehicles and on foot are all important.

I would be pleased to answer any other questions you may have on this subject. Please call anytime; we are happy to assist. Thank you for asking for this input.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Peter G. Baker', written over the typed name.

Peter G. Baker,
General Manager

OCTOBER 1992

□ Municipal Car Parking Lots

EXTRACT FROM THE CENTRAL AREA PLAN

- | | | |
|-------------------------------------|-------|---|
| Through
Traffic | 4.8.3 | In order to alleviate traffic problems and reroute through vehicular traffic, especially truck traffic, away from the downtown area, there will be a new transportation route which would link Burlington Street West to Highway 403. In this regard, planning for such a route should reflect the overall goals for the Central Area with special consideration given to resolving any potential problems arising from its impact on adjacent residential neighbourhoods, the waterfront, the environment and on traffic flow through the Downtown Core. |
| | 4.8.4 | The existing system of major roadway and truck routes should be maintained and modified as required. |
| Diversion of
Through-
Traffic | 4.8.5 | In order to minimize disturbance and enhance the residential amenity, wherever feasible, through traffic will be encouraged only along roadways identified as major roads on Schedule "F". |
| Road
Priorities | 4.8.6 | Any decision on the priority for new roads should take into account the importance of the Central Area in providing a high level of service to the whole Region, creating employment opportunities, energy efficiency, and improved environmental quality in terms of amenities and safety. |
| * Parking | 4.8.7 | <p>To preserve and promote the economic health of the downtown core as the Regional economic centre, sufficient parking spaces should be available. Parking facilities should be improved, both by the City and privately. These spaces should be conveniently located and operated in such a manner as to encourage their use for short term parking needs for shopping, entertainment and business. As such, parking should be provided in accordance with the following provisions:</p> <ul style="list-style-type: none">(i) parking, loading and docking facilities for new development will be encouraged. Preference should be given to multi-level parking structures provided by the proponent or in co-operation with other developers to support an increased employment and shopping population;(ii) on-street parking will continue to be reviewed for maximum use of the spaces and compatibility with safety, movement and environment needs; |

4.9.3 Streetscape

The high level of quality should be provided for streetscapes in the Central Area. Attractive and compatible streetscapes should be maintained and preserved.

- | | | |
|-------------------------------|---------|---|
| Streetscape Design | 4.9.3.1 | Throughout the Central Area, Council will establish and follow high quality standards for the streetscape through provision and coordination of appropriate paving material, street furniture, bus shelters, lighting, kiosks and booths, fountains, trees, other plant materials, and sidewalk activities provided normal pedestrian use is not impeded. |
| Signs | 4.9.3.2 | Outdoor advertising and signs will be coordinated and designed to complement the streetscape in the Central Area by means of Sign By-laws. |
| Facades | 4.9.3.3 | The integration of building facades and sidewalk areas will be encouraged to enhance and create an attractive sidewalk atmosphere. |
| Cleanliness | 4.9.3.4 | Council will ensure that the Central Area and Downtown Core, in particular, present a clean and orderly appearance. |
| * Parking Lots | 4.9.3.5 | Wherever feasible, parking lots will be buffered and/or landscaped, so as not to adversely intrude upon the public view while maintaining safety standards. |
| Vacant Properties | 4.9.3.6 | Council will encourage the proper maintenance and attractive appearance of vacant properties. |
| Outdoor Art | 4.9.3.7 | Council will encourage the introduction of outdoor public art, including sculptures and murals, as elements of the streetscape. |
| Relocation of Railroad Tracks | 4.9.3.8 | Council will encourage the relocation or removal of railway tracks which do not require a Central Area location. The future of these lands will be subject to special study. |

(iii) Off-street parking lots will be encouraged in accordance with the policies of Sub-section 4.9; and

(iv) Major parking facilities should be located and arranged so as to minimize through traffic and reduce congestion. They will be encouraged to locate in the Downtown Core.

- | | | |
|----------------------------------|--------|---|
| Pedestrian Movement | 4.8.8 | Council will encourage improvements to and expansion of the pedestrian circulation network which may consist of +15 pedestrian walkways sidewalks and communal areas in proposed development in order to enhance the attractiveness of the downtown core. |
| Vehicle/
Pedestrian Interface | 4.8.9 | Wherever feasible, vehicular and pedestrian traffic will be separated. |
| Pedestrian Access | 4.8.10 | Improved pedestrian access should be encouraged in the downtown core for the elderly, children and the disabled (e.g. wheelchair ramps). |
| Pedestrian Links | 4.8.11 | In accordance with the provisions of Subsection B.3.4 of this Plan, pedestrian walkways will be encouraged to form a continuous green space corridor linking the Escarpment to the Bay. These links will provide access to parks, residential areas, the Downtown and other pedestrian destinations in the City. |
| Bicycle Routes | 4.8.12 | The safe, convenient use of bicycles in a way that minimizes conflicts with pedestrians and vehicles will be encouraged, through the provision of bicycle routes throughout the Central Area. |
| | 4.8.13 | A bicycle path system, similar to pedestrian links, will be encouraged to link the Escarpment and the Bay and provide access to parks, residential areas, the Downtown and other destinations in the City. |
| Public Transit | 4.8.14 | All forms of public transit should contribute to a convenient and coordinated system of transportation within the City. Accordingly, the downtown urban transit bus mall will be improved, as required, to ensure downtown's role as the primary focal point of transit service and thereby provide access to employment, commercial and cultural activity nodes in the Area. |

EXTRACT FROM THE CITY OF HAMILTON OFFICIAL PLAN

Subsection B.3.3 - Public and Private Parking

The Plan recognizes the importance of PUBLIC AND PRIVATE PARKING facilities. In this regard, it is intended that adequate PUBLIC AND PRIVATE PARKING facilities are available and will continue to serve the City without interfering with the efficient flow of traffic movement.

- * 3.3.1 Council will maintain and enhance the supply of short-term PARKING in the City through the operation of the Municipal Parking Authority and requirements for the provisions of PRIVATE PARKING.
- * 3.3.2 In keeping with the intent of Policy B.3.3.1 above, Council will regularly review its PARKING policies and relevant By-laws to ensure the safe and efficient operation of PARKING facilities.
- 3.3.3 Council will discourage, where appropriate, the provision of on-street PARKING on Arterial Roads to facilitate the free flow of traffic movement and, accordingly, will encourage replacement with sufficient off-street and/or on-site PARKING facilities.
- 3.3.4 Council will require that, in all normal circumstances, a high standard will be maintained in accordance with current design practices for PARKING and loading facilities.
- 3.3.5 Council will require, as a condition of development or redevelopment, that ingress and egress points of PARKING areas will be limited in number and designed to acceptable standards for traffic safety. Council will further encourage the sharing of access points by similar adjoining land uses, where practicable, to minimize traffic hazards on Major Roads.
- 3.3.6 Where necessary and feasible, off-street PARKING, driveways and/or loading areas adjacent to Residential Uses will be suitably screened or buffered through the use of fences, berms or other appropriate landscape treatment. All PARKING areas will be suitably surfaced to resist degradation from the elements or use and, where deemed appropriate, be illuminated to facilitate and ensure the safety and convenience of pedestrian or vehicular access to the land uses served thereby.

viii) The extension of truck loading facilities below grade, and the sharing of common loading facilities for various adjacent developments where loading at street level can be eliminated or limited; and,

ix) The operating hours of public and private enterprises in the CENTRAL POLICY AREA.

*

2.8.8 To encourage the use of Public Transit and reduce the potential use of private automobiles in the CENTRAL POLICY AREA, Council may discourage the use of public Parking facilities for long-term commuter Parking in the AREA.

2.8.9 It is the intent of Council that the character and function of the CENTRAL POLICY AREA be enhanced. Specifically, Council will:

- i) Promote, where feasible, innovative building and layout, as well as the rehabilitation and preservation of buildings and areas of historic and/or architectural merit;
- ii) Establish building envelopes consisting of setback, height and light angles adequate to ensure acceptable shadow cast to, and light access for, adjacent properties;
- iii) Investigate and adopt measures to regulate building heights and/or institute any other appropriate measure to preserve views of the Escarpment from the CENTRAL POLICY AREA;
- iv) Promote and co-operate with individual property owners to undertake improvements in conjunction with the Property and Maintenance provisions as set out in Subsection C.5 of this Plan, with specific attention to improvement to the rear yards of individual properties, especially loading bays, garbage storage, general clean-up and, where required, fencing; and improvements to the store fronts, with attention to the compatibility of signs;
- v) Encourage proponents of development or redevelopment, including the infilling of vacant lots, to ensure sensitive integration of the proposal with the scale and character of adjacent structures. Accordingly, Council will encourage the compatibility of building height, setback, material and building lines with adjacent structures; and,
- vi) Endeavour to improve the streetscape in the CENTRAL POLICY AREA and, accordingly, will consider such actions as, but not limited to, the following:
 - a) improvements to pedestrian and street lighting;
 - b) provisions and maintenance of street furniture, rest areas, kiosks, information booths, landscaping and tree planting; and,
 - c) regulation of signage.

EXTRACT FROM "VISION 2020 - IMPLEMENTING THE SUSTAINABLE REGION"

- Request the Province of Ontario to
 - implement a transportation fuel tax that is commensurate with the idea of full cost accounting (eg. maintaining the road network, environmental damage caused by extraction, refining, and consumption of fuel, and health care costs related to air pollution).
 - enact legislation requiring manufacturers of transportation vehicles and their component parts to be responsible for the disposal of their discarded products.
 - enact legislation which curtails the use of motor vehicles during high air pollution periods.
 - enforce emission standards for all motor vehicles.
- Investigate the use of road use fees (ie. road tolls for geographic areas, such as the regional centre) and using these fees for the development of public transit.

STRATEGY:

Reduce the number of single occupancy private motor vehicles making the home to work to home daily commute

- Request the Federal Government to change appropriate legislation to either make free employee parking a taxable benefit, or make free transit passes a nontaxable benefit or both.
- Ensure the costs of using public transit are significantly lower than driving and parking in the Regional Centre.
- Request the Hamilton Parking Authority to develop a parking management plan which includes:
 - reflects the actions needed to promote a sustainable transportation system;
 - development of parking at strategic location to link with public transit;
 - preferential parking and reduced parking rates for high occupancy vehicles;
 - a pricing structure which discourages all day parking while meeting the needs of other uses; and
 - * - limits to the amount of parking available in the regional centre.

Neighbourhood	Address	Central Area Plan Designation
Corktown	74 Charlton Avenue East	Neighbourhood Residential
	103-109 Hunter Street East 139 Hunter Street East	Downtown Core Downtown Core
	84 Jackson Street East (79 John Street South)	Downtown Core Downtown Core
	131-135 Walnut Street South	Neighbourhood Residential
Beasley	165-167 Young Street	Neighbourhood Residential
	177-185 Cannon Street East	Mixed Use
	192 Cannon Street East	Mixed Use
	196 Cannon Street East	Mixed Use
	201-203 Cannon Street East	Mixed Use
	215 Cannon Street East	Mixed Use
	43 Hughson Street North 47 Hughson Street North	Downtown Core Downtown Core
	22-26 James Street North 98 James Street North	Downtown Core Downtown Core
	19-37 Mary Street 40 Mary Street 77 Mary Street 79 Mary Street	Downtown Core Downtown Core Mixed Use Mixed Use
	164-166 Rebecca Street 174-180 Rebecca Street	Downtown Core Downtown Core

Buildings Demolished for Parking Areas

Neighbourhood	Address	Central Area Plan Designation
Beasley	51 Wilson Street	Mixed Use
Central	31-41 Bay Street North	Downtown Core
	53-55 Bay Street North	Downtown Core
	127-129 Bay Street North	Neighbourhood Residential
	9 Cannon Street West	Downtown Core
	47-51 Cannon Street West	Downtown Core
	126 Cannon Street West	Neighbourhood Residential
	43-47 Caroline Street North	Mixed Use
	50-68 George Street	Downtown Core
	55-67 George Street	Downtown Core
	41 James Street South	Downtown Core
	114 Main Street West	Downtown Core
	131-133 Market Street	Downtown Core
	11 Napier Street	Mixed Use
	77 Park Street North	Downtown Core

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PLAN IMPLEMENTATION COMMITTEE
of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA*

DATE: May 6, 1993

TIME: 2:15 pm. - Refreshments
2:30 p.m. (sharp) - Meeting

PLACE: Room 219, City Hall

AGENDA

1. Chairperson's Remarks
2. Minutes of Meeting held March 12, 1993
3. Parking Lots in the Central Area
 - a) Regional Transportation Study - Bill O'Brien, HSR
 - b) Proposed Design Guidelines - Mary Lou Tanner, Planning Department
4. Gore Park Fountain - Bill Janssen
5. Request for Evening CAPIC Meetings - Jim Drake
6. Request for Comments on Landscaping - Central/Beasley PRIDE HINT
7. Member's Reports
8. Other Business
9. Adjournment

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MAY 04 1993

GOVERNMENT DOCUMENTS

Coordinator

Mary Lou Tanner 546-4148

* Please call if you are unable to attend.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

March 12, 1993

MEMBERS ATTENDING

Russell Elman
Gil Simmons
Ronald Faichney
Greg Gouthreau
Gerry Kennedy
Art Lomax
John Nolan
Mary Pocius
Richard Maraj

Chairperson, Durand Neighbourhood Association
Vice-Chairperson, North End Neighbourhoods
Senior Citizens Council, City of Hamilton
Downtown BIA
Metropolitan Hamilton Real Estate Board
Hamilton Automobile Club
Citizen Member
International Village BIA
Region of Hamilton-Wentworth Committee for
Persons with Physical Disabilities

REGRETS

Alderman Wm. McCulloch
Janet Black
Jim Drake
John Eyles
Maggie Fischbuch
Kay Nolan

Ward 2
LACAC
Beasley Neighbourhood Association
McMaster University
Citizen Member
Hamilton-Wentworth Roman Catholic Separate School Board

STAFF AND OTHERS

Mary Lou Tanner, Co-ordinator
Peter Hill
Hoda Kayal

Local Planning
Chairman, Urban Design Committee
Architect's Division, Barrier Free Design Committee

1. Chairperson's Remarks

- a) Russell Elman called the meeting to order at 9:30 a.m. and welcomed those present. He introduced a new CAPIC member, Richard Maraj from the Hamilton-Wentworth Committee for Persons with Physical Disabilities.
- b) Russell Elman read a letter of resignation from Gloria DeSantis. With regret, the members accepted her resignation. It was agreed that a letter of thanks would be sent to Gloria, with a copy to Mike Pennock, Executive Director of the Social Planning and Research Council.
- c) Due to the upcoming closure of City Hall on several Fridays in May and June, it was agreed that the meetings would be held on the following days: Thursday, May 6 and Thursday, June 17.
- d) The Public Participation Paper will be submitted to the Planning and Development Committee on March 24th. A report from the Planning and Development Department will also be submitted at the same time, recommending that the CAPIC report be referred to Planning staff for development of the guidelines, in concert with all City Departments.
- e) Russell Elman advised that he and Gil Simmons had met with Mary Lou Tanner to identify CAPIC'S future direction. The following are the items for the coming year:
 - i) long-term strategic planning in the core area - an example is the issue of parking lots in the core area;
 - ii) to facilitate appropriate mechanisms for co-ordinating current and proposed projects (e.g. Ferguson Avenue, GO station, CN station, Neighbourhood Plan Reviews); and,
 - iii) a review of the Central Area Plan and its implementation.

2. Minutes

It was moved by Gil Simmons and seconded by Mary Pocius that the minutes be adopted.

Carried

3. West Harbourfront Development Study

Mary Lou Tanner advised that the detailed Terms of Reference for this study are currently being prepared. The study will include a substantive public participation process. Included in this will be an Advisory Committee of Stakeholders and CAPIC will be invited to appoint a representative to this Committee. The following members expressed an interest in representing CAPIC: Gil Simmons, Greg Gouthreau, and John Nolan.

4. Parking Lots in the Central Area

Mary Lou Tanner presented the information gathered to date on parking lots in the Central Area. Russell Elman suggested that each CAPIC member provide their own comments. The following comments were made:

- i) International Village is interested in the provision of short-term parking as it is a destination shopping area;
- ii) Site Plan Control, for parking lots, must be enforced in the Central Area;
- iii) A separate zoning district, which controls the location of parking lots, should be established;
- iv) vacant land, in the Central Area, is being used for parking lots as an interim use in economic downturns;
- v) realty taxes for vacant buildings are the same as when the building is in active use;
- vi) the core area has trouble competing as a shopping destination because malls provide free parking;
- vii) there should be parking provided for the new GO Station;
- viii) there should be uniform payment standards and signage at parking lots;
- ix) is there a licensing By-law for parking lots?
- x) parking in the core area should be provided to support the businesses in the core area;
- xi) the location of new public parking lots should be determined by the Planning and Development Committee;
- xii) the provision of parking areas should be linked to the provision of public transit opportunities;
- xiii) existing regulations (e.g. Site Plan Control) are not being enforced;
- xiv) parking lots are also used by people and should incorporate their needs such as lighting and safety;
- xv) private parking lots are not required to provide designated disabled parking spaces;
- xvi) the transient location of parking lots is a barrier to the physically disabled; and,
- xvii) high windows at the payment booth are a barrier.

Russell Elman summarized the discussion. He stated that the goal of the review of parking lots is to provide Planning Committee with a report. The following are the main themes of the discussion:

- a) Philosophy
 - what is the role of parking lots in the Central Area;
 - how can other modes of transportation be incorporated into the provision of parking lots (e.g. bicycle parking).

- b) Legislative options - zoning;
- licensing;
- taxation;
- cash-in-lieu of parking;
- site plan control.
- c) Operational - means of paying;
- design;
- bicycles.
- d) Enforcement - of both existing parking lot regulations and new parking lot locations.
- e) Proposals for New Parking Lots.
- f) Future Co-ordination of Parking and Implementation of Policies.

5. Member's Reports

- a) Gil Simmons - Could a letter be sent requesting the status of watershed planning and the Region?
(ACTION: Mary Lou Tanner)
- b) Ronald Faichney - What is the status of the provision of more disabled accessible restaurants? Hoda Kayal will investigate.

- Provided a copy of the Senior Citizens Council Newsletter.
- c) Mary Pocius - The capital project to establish uniform lighting standards in the International Village has been brought forward from 1996 to 1993.

6. Adjournment

Mary Pocius moved that the meeting adjourn.

Carried

PARKING LOTS IN THE CENTRAL AREA

a) Philosophy

- i) What purpose should parking lots fulfil in the Central Area?
- ii) In what designations in the Central Area should parking lots be permitted?
- iii) How should parking lots be integrated with public transit?
- iv) How should the issue of the demolition of heritage

b) Legislative Options

i) Zoning

1. Definition: "Parking lot, public shall mean an open area, other than a public thoroughfare, used for the temporary parking of more than four motor-driven vehicles and available for the use of the public, whether free, for compensation or as an accommodation for clients or customers."

2. Districts Permitting a Public Parking Lot:

"G" (Neighbourhood Shopping Centre, etc.) District
 "G-1" (Designed Shopping Centre) District
 "G-2" (Regional Shopping Centre) District
 "G-3" (Public Parking Lots) District
 "H" (Community Shopping and Commercial, etc.) District
 "HH" (Restricted Community Shopping and Commercial) District
 "I" (Central Business) District
 "HI" (Civic Centre Protected) District
 "CR-1" (Commercial-Residential) District
 "CR-2" (Commercial-Residential) District
 "CR-3" (Commercial-Residential) District
 "J" (Light and Limited Heavy Industry, etc.) District

ii) Licensing

A municipal license is required to operate a parking lot. The Licensing Division circulates these particular license requests to Traffic, Health, and Fire Departments.

iii) Taxation

Vacant buildings pay the same rate of taxation as residentially occupied buildings.

If a building is used for commercial purposes, the taxes are elevated from the residential rate.

iv) Cash-in-Lieu of Parking

This policy is not available to public parking lots.

v) Site Plan Control

All development in the Central Area, except one and two family dwellings, is subject to Site Plan Control. The problem arises with implementation, where there is no means to require site plan applications for parking lots as a building permit is generally not required for a parking lot.

c) Operational

i) Signage

There is no uniform standard of signage between municipal and private parking lots. However, the Parking Authority for the City of Hamilton has advised that they have uniform signage amongst their lots.

ii) Payment Methods

Only the City of Hamilton Parking Authority uses metres and these are uniform in standard.

Pricing for parking lots covers four parking purposes: hourly, daily, evening, and special events. The Parking Authority has fixed their prices amongst their lots with higher rates being charged for the Downtown Core.

The charging for private lots is not fixed and varies with the market.

iii) Design

Section 18A of the Zoning By-law requires that parking areas, including public parking lots with five or more parking spaces, are required to meet the following standards:

1. the lot must be graded, drained, and paved - spaces must be appropriately marked and curb stops at the boundary of the parking area must be provided;
2. a landscaped planting strip and a solid fence must be provided adjacent to a residential district; and,

3. lighting must be directed away from any adjacent use and any roadway.

iv) Bicycles

The Parking Authority is establishing bicycle racks in its parking lots.

4. Enforcement

i) Zoning By-law and Site Plan Control

Inspections for Zoning By-law violations are done on a complaint basis only.

ii) Licensing

License applications are not circulated to the Building Department to ensure conformity with the Site Plan Control requirements in the Central Area.

5. New Parking Lots

i) Should there be performance criteria developed for the establishment of new parking lots?

6. Future Coordination

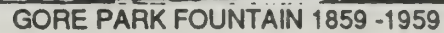
i) How can Site Plan Control be enforced?

ii) What measures can implement the policy directive(s) of the Central Area Plan?

MLT:mlt

5

President: James Drake 525-8933
Vice President: Ken Hastings 529-2503



Mary-Lou Tanner,
Co-Ordinator,
C.A.P.I.C.

Subject: EVENING MEETINGS

THAT SERIOUS CONSIDERATION BE GIVEN TO MOVING THE MEETING TIME
OF C.A.P.I.C. MEETINGS TO AN EVENING HOUR.

PEOPLE • PERSEVERANCE • PRIDE

PLANNING & DEVELOPMENT					
LOCAL PLANNING BRANCH					
File No.		Received APR 23 1998			
TC-CAP(A)					
TO	STAFF UNIT				
		<i>MKT mdy</i>			
	AFF				
	CART.				
	ADMIN				

Dear Chairman and Members:

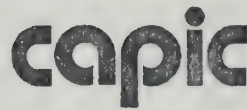
A Citizens' Advisory Committee (CAC) was established for the Central/Beasley neighbourhood revitalization, under the PRIDE Housing Intensification Programme. One area of particular concern that the CAC has identified is the open space or plaza in front of the historically designated CN building. The CAC proposed to plant trees within the north right-of-way along Murray Street, the Murray Street entry to the CN building and James Street. The CAC requests that CAPIC consider this proposal taking into consideration the building's significant facade.

As tendering of the landscaping projects is scheduled for the end of May 1993 we would appreciate receiving your comments as soon as possible.

Yours very truly,

Jane Rigby HUN

**Jane Rigby, Chairperson
Central/Beasley Citizens' Advisory Committee**



-----A PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA*

DATE: June 24, 1993
TIME: 2:00 pm. - Meeting
PLACE: Room 233, City Hall

AGENDA

1. Chairperson's Remarks
2. Minutes of Meeting held May 6, 1993
3. Public Participation - Jim Drake
4. CN Station Committee
5. Parking Lots in the Central Area (Material to be distributed at meeting)
6. Member's Reports
7. Other Business
8. Adjournment

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JUN 1993

GOVERNMENT DOCUMENTS

Coordinator

Mary Lou Tanner 546-4148

*

Please call if you are unable to attend.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

May 6, 1993

IN ATTENDANCE:

Ald. Wm. McCulloch
Russell Elman, Chairperson
Gil Simmons, Vice-Chairperson
Art Lomax
Mary Pocius
Richard Maraj

Gerry Kennedy
Kay Nolan

Ronald Faichney
Jim Drake

Alderman, Ward 2
Durand Neighbourhood Association
North End Neighbourhoods
Hamilton Automobile Club
International Village BIA
Region of Hamilton-Wentworth Committee
for Persons with Physical Disabilities
Metropolitan Hamilton Real Estate Board
Hamilton-Wentworth Roman Catholic
Separate School Board
Senior Citizens Council - City of Hamilton
Beasley Neighbourhood Association

REGRETS:

John Nolan
Janet Black
Greg Gouthreau

Citizen Member
LACAC
Downtown BIA

STAFF AND OTHERS

Mary Lou Tanner
Hoda Kayal
Bill O'Brien
Bill Janssen
Jacqueline McNeilly
Bob Chrystian
Brenda Mitchell
Paul Ortmann
Dennis Missett

Co-ordinator, Local Planning
Property Department
HSR
Local Planning
Community Renewal
Parks Division
Stinson Community Association
Stinson Community Association
Head-of-the-Lake Historical Society

1. Russell Elman welcomed those present and called the meeting to order at 2:30 p.m. He read a letter of resignation from Maggie Fischbuch. It was moved by Art Lomax and seconded by Gil Simmons that the resignation be accepted with regret.

Carried

2. Request for Evening CAPIC Meetings

Russell Elman opened the floor for discussion on this item. It was agreed that CAPIC would continue to meet during the day as many members represent organizations who provide time for the members to attend. In addition, the fiscal restraint in the City would mean that staff may not be available to assist CAPIC, should the meetings be held in the evening.

After discussion, it was agreed that CAPIC would meet on a Monday afternoon, starting at 2 p.m.

3. Minutes of March 12, 1993 Meeting

It was moved by Mary Pocius and seconded by Gil Simmons that the minutes be adopted.

Carried

4. Parking Lots in the Central Area

- a) Bill O'Brien presented the study outline and work completed to date on the study (notes attached).
- b) Mary Lou Tanner presented the information collected as a result of the last meeting.
- c) The following points arose during the discussion:
 - a presentation of the findings of the Regional Transportation Study should be made at an upcoming CAPIC meeting;
 - the Central Area Plan should be considered in the background work for the Regional Transportation Study;
 - options and recommendations for parking lots in the Central Area should be presented at the next CAPIC meeting.

5. Gore Park Fountain

Bill Janssen presented a background information report on the Fountain. The Head-of-the-Lake Historical Society will be donating to the City a replica of the original fountain. The Parks Staff Advisory Committee is to recommend an appropriate location for the fountain. Prior to taking its recommendation to Council, staff are seeking input.

After discussion, it was moved by Ronald Faichney and seconded by Mary Pocius that the placement of the fountain be supported in principle.

Carried

6. Comments on Landscaping - CN Station

It was moved by Mary Pocius and seconded by Gerry Kennedy that this Central/Beasley P.R.I.D.E. H.INT. initiative be supported, subject to the appropriate choice of trees being done in consultation with the City Arbonist.

Carried

7. Member's Reports

a) Ronald Faichney

1. It was requested that a second letter be sent to Alderman Copps inquiring how to improve accessibility in restaurants.
2. Would like to see land set aside in the Central Area for a seniors recreation centre.

b) Mary Pocius informed members that the Ferguson Avenue Committee had hired their consultant. Public workshops will start in June.

c) Jim Drake informed members that Beasley has several upcoming meetings: Neighbourhood Watch, P.R.I.D.E. H.INT., Cathcart Street Road Closure, and Ferguson Avenue. He also informed members that his Association had written a letter to Victor Abraham requesting, that a Citizens Steering Committee be set up to review the Public Participation Guidelines currently being developed by the City.

d) Russell Elman informed members that the Durand Neighbourhood Association will be having its 20th Anniversary Meeting on June 21st, 7:30 p.m., at James Street Baptist Church.

8. Other Business

A letter was received from Agostino Ammendolia requesting CAPIC's endorsement of his proposed project on King Street East. It was moved by Art Lomax and seconded by Jim Drake that the letter be received.

Carried

9. Adjournment

It was moved by Mary Pocius that the meeting adjourn.

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA*

DATE: September 13, 1993
TIME: 2:30 pm.
PLACE: Room 219, City Hall

AGENDA

1. Chairperson's Remarks
2. Minutes of Meeting held June 24, 1993
3. West Harbourfront Development Study
4. Draft Report on +15 Pedestrian Walkways
5. Member's Reports
6. Other Business
7. Adjournment

GOVERNMENT DOCUMENTS
1993
URBAN M

Coordinator

Mary Lou Tanner 546-4148

* Please call if you are unable to attend.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE**a Subcommittee of the Planning and Development Committee**

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTESCENTRAL AREA PLAN IMPLEMENTATION COMMITTEECity Hall, Room 233Thursday June 24, 1993MEMBERS ATTENDING

Russell Elman - Chairperson
Gil Simmons - Vice-Chairperson
Alderman McCulloch
Mary Pocius
Art Lomax
Greg Gouthreau
Richard Maraj

Jim Drake
John Eyles
Gerry Kennedy
Kay Nolan

John Nolan

Durand Neighbourhood Association
North End Neighbourhoods
Alderman Ward 2
International Village BIA
Hamilton Automobile Club
Downtown BIA
Region of Hamilton-Wentworth Committee
for Persons with Physical Disabilities
Beasley Neighbourhood Association
McMaster University
Metropolitan Hamilton Real Estate Board
Hamilton-Wentworth Roman Catholic
Separate School Board
Past Vice-Chairperson

REGRETS

Bruce Rankin
Ronald Faichney

Hamilton Society of Architects
Senior Citizens Council - City of Hamilton

STAFF AND OTHERS

Mary Lou Tanner (Coordinator)
Bill Janssen
Paul Ortmann

Local Planning
Local Planning
Stinson Community Association

1. Chairperson's Remarks

Russell Elman called the meeting to order at 2:00 p.m. and welcomed those present. He informed members that the CAPIC meeting would conclude at 3:30 p.m. in order for those attending the CN Station Committee meeting to attend that meeting. Russell Elman also advised members present that the final report on the Commission for New Planning for Ontario (the Sewell Commission) had published its final report. No commentary was being invited on the final report.

2. Minutes of May 6, 1993 Meeting

It was moved by Jim Drake and seconded by Gerry Kennedy that the minutes be adopted.

Carried

3. Public Participation

Jim Drake presented his concerns regarding the public participation paper. He submitted a copy of a letter he sent to the Director of Local Planning, as well as the Director's response.

Russell Elman summarized the mandate and work of the Public Participation Subcommittee and CAPIC's work to date on public participation. Mary Lou Tanner outlined the process being undertaken by Planning Department staff to implement the public participation paper.

After further discussion, it was agreed that the background information received to date would be submitted to CAPIC at its September meeting.

4. CN Station Committee

Russell Elman advised the members present that the CN Station Committee would be holding its first meeting on June 24, 1993 followed by a tour of the station. He advised that Bruce Rankin had been elected by CAPIC as a member but was not able to participate on the Committee. CAPIC would need to select an alternative representative to Bruce Rankin. Gil Simmons is also a member of the CN Station Committee.

It was moved by Gil Simmons and seconded by Jim Drake that Art Lomax be CAPIC's representative.

Carried

5. Parking Lots in the Central Area

Mary Lou Tanner presented the summary of recommended actions regarding parking lots in the Central Area. Discussion arose around several topics. It was then moved by John Nolan and seconded by Mary Pocius that all recommendations would be supported. The recommendations would be submitted to the Planning and Development Committee as a report from CAPIC.

Carried

6. Other Business

Russell Elman presented a Site Plan Control Application that had been circulated to him for comments. the application concerns the parking lot on James Street South, on the site of the former Robinson's Department Store. The parking lot operator is seeking a driveway access from James Street South - currently driveway access is from MacNab Street South. It was noted that CAPIC had expressed similar concerns regarding access to King Street East for the parking lot on the site of the former Woolworth building.

After discussion, it was moved by Gil Simmons and seconded by Jim Drake that CAPIC oppose this site plan application.

Carried

7. Adjournment

It was moved by Gil Simmons that the meeting adjourn.

MLT:mlt

CITY OF HAMILTON
- RECOMMENDATION -

DRAFT

DATE: 1993 September 2
(SS-CBD)

REPORT TO: Tina Agnello, Secretary
Planning and Development Committee

FROM: Mr. J. D. Thoms
Commissioner of Planning and Development

SUBJECT: +15 Pedestrian Walkways

RECOMMENDATION:

1. That no action be taken on the recommendation from the study entitled "Guidelines for an Integrated Central Business District: Focus Area" respecting the development of two +15 system connections from Jackson Square to Gore Park and from the Convention Centre to Gore Park;
2. That the policy respecting the +15 Pedestrian System, adopted by Council on November 10, 1981 (Item 6, 25 R.P.D.C., 1981) be rescinded; and,
3.
 - a) That approval be given to Official Plan Amendment No. to delete Policy A.2.9.3.10 from the Official Plan for the Hamilton Planning Area;
 - b) That Schedule B-1 of the Official Plan be amended by deleting "Special Policy Area 12".

J.D. Thoms, M.C.I.P.
Commissioner
Planning and Development Department

V.J. Abraham, M.C.I.P.
Director of Local Planning

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On June 29, 1993, City Council approved the staff recommendations respecting the study entitled "Guidelines for an Integrated Central Business District: Focus Area". One of the recommendations required staff to review the feasibility and appropriateness of two additional +15 connections: one from Jackson Square to Gore Park and the second from the Convention Centre to Gore Park. In reviewing the recommended additional +15 connections, it became apparent that a review of the entire +15 system in the Core Area was also required as the original connections of that system have gone largely unfulfilled.

+15 SYSTEM IN HAMILTON:

- 1981 Central Area Plan

The 1981 Central Area Plan established the framework for the development of the +15 System in Hamilton through the following Policy in the Movement Section of the Plan:

"Wherever feasible and desirable, vehicular and pedestrian traffic will be separated by means of +15 pedestrian walkways, tunnelization of streets, pedestrian malls, underground bus terminal or other means. In the area circumscribing Jackson Square on the north, west, and south, the +15 circulation system will be extended as new development occurs. On King Street East, circulation will remain at ground level. Detailed study will delineate the area within which the +15 circulation system will be required for development and redevelopment. Detailed studies will also examine appropriate uses at the +15 level and the integration of a loading and unloading system."

- City of Hamilton Official Plan - 1980 Consolidation

The detailed design study was completed and culminated in a report adopted by Council on November 10, 1981. The report recommended the adoption of the +15 designated area (see attached map in APPENDIX "A").

In addition to the identification of specific +15 links, the report adopted by Council in 1981 recommended the inclusion of Official Plan Policy A.2.9.3.10, and the establishment of Special Policy Area 12, which defines the area for which +15 systems are to be built. Policy A.2.9.3.10 reads as follows:

"Further to policy A.2.8.7 i), Council will require provision for an elevated pedestrian walkway system (" +15") emanating from Lloyd D. Jackson Square, connecting adjacent future development with the Square. To implement the pedestrian system, it is the intent of Council that:

- i) Links in the system will be constructed when new development occurs to the north, south, and west of Lloyd D. Jackson Square, in the area shown as SPECIAL POLICY AREA 12 on Schedule "B-1". The system will be integrated with the transit system;*
- ii) Site Plan control will be employed to implement the "+15" pedestrian system for any development or redevelopment to which the system is intended to connect. Provisions will be made for allowances in building design to facilitate the walkways at upper levels and to ensure the integration of the system with ground level pedestrian walkways. Appropriate landscaping measures and other amenity features will also be incorporated;*
- iii) The nature of the "+15" pedestrian system will be determined by design guidelines specifying matters to be considered in implementing the system; and,*
- iv) The City will enter into any agreements, where deemed appropriate, with development or redevelopment proponents to realize the above guidelines."*

- +15 Links in Hamilton

APPENDIX "B" contains a list of the identified +15 links from the original study. Of these links, only one has been constructed (the York Boulevard Parkade-Eaton Centre connection). It should be noted that, at the time the original study was completed, the King Street link was already constructed. Of the remaining proposed connections, two were not constructed at the time of redevelopment (connections to Jackson Square and the Provincial Office Tower from the two phases of the CIBC development). In the case of the CIBC development (both phases) the buildings were constructed to permit future construction of the connections; however, at the time the site plans were approved, no financial arrangement could be agreed upon between CIBC, Jackson Square, and the City. Of the remaining proposed source connections, four are currently developed as parking

lots.

The need for two of the links (the Commonwealth Square-City Hall Plaza and the Bank of Montreal-Piggott Building connection) is questionable. In the case of the Commonwealth Square-City Hall Plaza connection, a +15 bridge would seriously impair the visual aesthetic of the City Hall Plaza, particularly the forecourt of City Hall. It is noted that this area is used for outdoor receptions as well as being the area where visiting officials and dignitaries are formally received. Further, a +15 link was to the City Hall Plaza was not contemplated for implementation as part of the recommendations of the City Hall Grounds study. In addition, there is a pedestrian cross-walk at the intersection of Summer's Lane and Main Street West at which there is a traffic light. There is also a traffic light controlled intersection at Main Street West and James Street, providing a pedestrian access to this area of James Street and Gore Park. The need for a +15 link in this area, is also questionable.

COMMENTS:

1. As part of the review of the recommended additional +15 links, the Central Area Plan Implementation Committee, the Urban Design Committee, and the Central/Beasley Neighbourhood Plan Review Team were consulted. The Central/Beasley Neighbourhood Plan Review Team concurs with the recommendation to delete the +15 system. The Central Area Plan Implementation Committee The Urban Design Committee
2. With regard to the proposed new connections to the +15 system (the Convention Centre to Gore Park and Jackson Square to Gore Park), it is noted that there is ample pedestrian access via sidewalks and controlled intersections for people wishing to travel to Gore Park. The Jackson Square to Gore Park route is very well utilized at the street level and there does not appear to be any need for a +15 connection.

The Convention Centre-Gore Park proposed connection is not necessary. Currently, there is full access to Gore Park via sidewalks and controlled intersections. The challenge is to make people want to travel to Gore Park and the Downtown and International Village BIA areas. Other initiatives, such as the Gore Park Fountain proposal and the Ferguson Avenue revitalization, will facilitate the attractiveness of the area east of James Street, along King Street. Expenditures on these initiatives may provide more return for the investment than additional +15 connections.

3. At the time the initial +15 report was completed, in 1981, the following were identified as the pros and cons of the +15 system:

Pros

- protection from inclement weather;
- second level retail activity and opportunity for expansion of the retail space in

Jackson Square;

- quicker pedestrian movement across major arterial roads; and,
- safety in terms of separating pedestrian traffic from vehicular traffic.

Cons

- pedestrian activity is removed from the street level;
- connections are expensive to construct and expensive to maintain;
- the connections are not visually appealing;
- the connections may be unsafe after business hours as they are isolated and have limited means of escape; and,
- requiring the connections in new development is difficult in that it requires negotiation with the developer (or developers) and may require municipal financial contributions towards the construction and maintenance of the connection.

However, the +15 system in Hamilton has not been fully implemented since its inception. For the following reasons, the +15 system should be deleted from the requirements for downtown development:

- i) the existing walkways provide access to and from very specific areas. For example, the Sheraton/Convention Centre connection serves only those people travelling between these two buildings. The general public tends not to use this connection as it is generally a detour for them.

The York Boulevard Parkade/Eaton Centre connection serves the general public travelling to the Eaton Centre. However, other people use the York Boulevard Parkade and shop in the Farmer's Market and Jackson Square.

- ii) One of the intentions behind the +15 system was to have a second level shopping concourse to attract patrons. However, this has not occurred in Jackson Square as the second level is generally the outdoor plaza area. There is very limited shopping on the second level of Jackson Square and it is not easily accessible from the King Street pedestrian bridge.
- iii) Additional +15 links to Jackson Square may further harm the street level businesses to the east along King Street, to the west along King Street, and along James Street North. One of the negative impacts of Jackson Square has been felt by the businesses in the commercial areas around Jackson Square. The Square tends to attract a great many people who stay in the Square and tend not to patronize the surrounding commercial shopping streets. Further +15 connections will only serve to enhance the access to Jackson Square and take away from the surrounding pedestrian shopping areas.
- iv) From a planning perspective, it is important to have a well-used and attractive

pedestrian shopping area in the core area. Vibrant commercial shopping areas enhance the downtown core and attract more pedestrians to it. Separating and encouraging pedestrians away from the street area may serve to further impede the viability of the commercial shopping areas in the downtown.

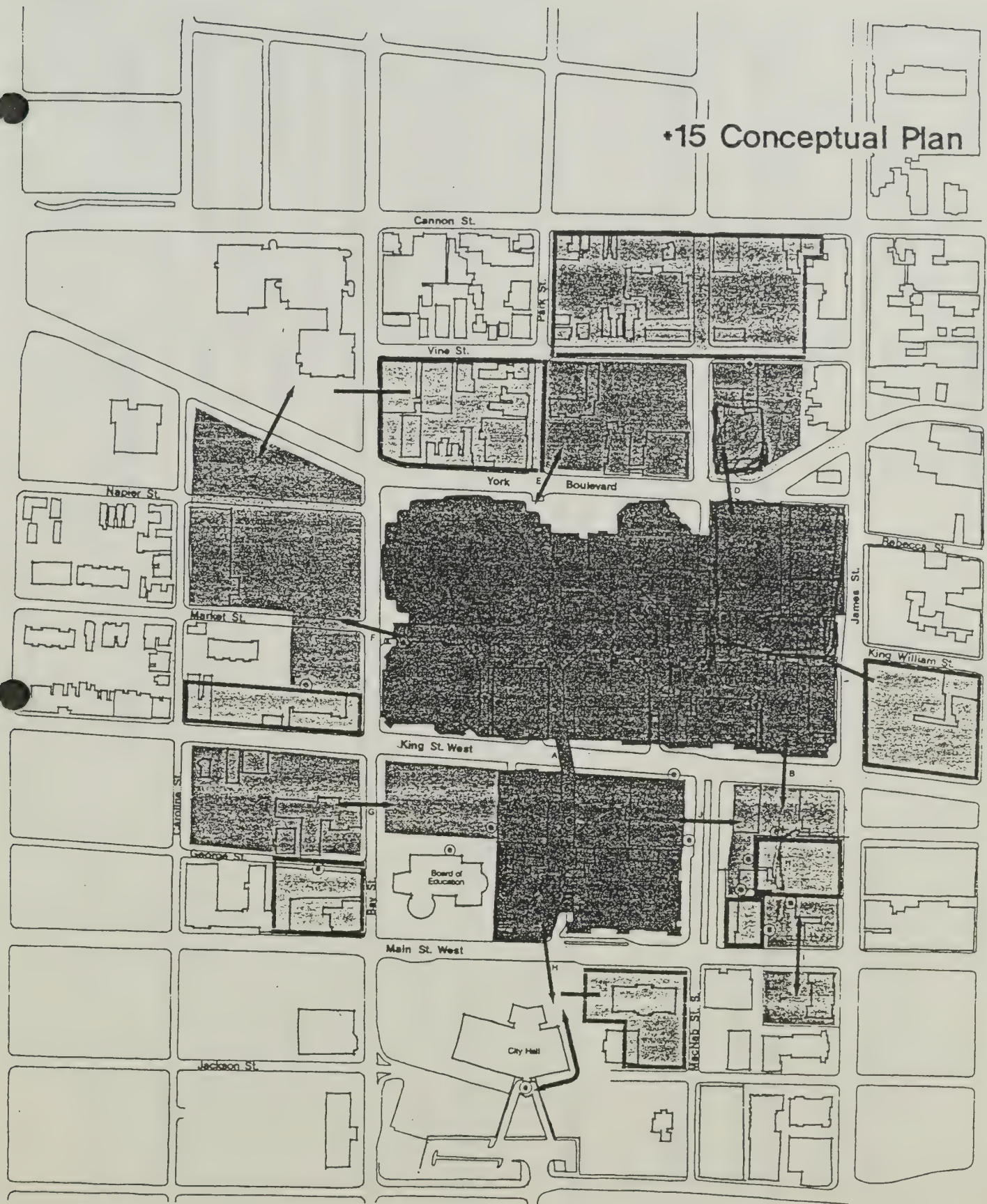
- v) One of the reasons for implementing a +15 system was to separate pedestrian and vehicular traffic. However, it is apparent from the current connections that pedestrians use the street anyhow as many of the areas they are travelling to are only accessible by the street. This type of movement should be encouraged through programs such as improved lighting and sidewalk improvements, thus enhancing the attractiveness of the street level commercial areas.
 - vi) A +15 system is expensive to construct and expensive to maintain. The King Street connection has been damaged by trucks on at least three occasions, necessitating expensive repairs to it. The cost of building additional +15 connections may be better spent on improvements for pedestrian movements at the street level such as weather protection, lighting and improved street crossings.
- 4. For the information of the Committee, other cities are reviewing their +15 policy. One specific example is the draft Official Plan for the City of Toronto, which discourages +15 walkways for many of the reasons stated above.
 - 5. It should be noted that, in removing the +15 policies from the Official Plan, that future individual connections may be implemented on their individual merit. However, as a system in the Downtown Core of Hamilton, the +15 system cannot be supported.

CONCLUSION:

On the basis of the foregoing, the additional +15 connections cannot be supported. In addition, it is recommended that the +15 system be deleted from the Official Plan and abandoned as City policy for new development/redevelopment in the Downtown Core.

MLT:mlt

+15 Conceptual Plan



Legend

-  Existing +15 Level
-  Proposed +15 Areas
-  Optional +15 Areas
-  Desired Pedestrian Penetration
-  Overhead Pedestrian Links
-  Optional Overhead Pedestrian Links



SOURCE:	DESTINATION:	COMMENTS
Provincial Office Tower	CIBC Phase II	Not constructed during CIBC Phase II development
CIBC Phase I	Jackson Square	Not constructed during CIBC Phase II development
York Boulevard Parkade	Eaton Centre	Constructed during the development of the Eaton Centre and the York Boulevard Parkade
N/E Corner of York Blvd. and Park Street North	Copps Coliseum	Source (Park & York Boulevard) is currently a parking lot with no current redevelopment plans.
Sir John A. MacDonald High School	Harvey's/Swiss Chalet (S/W corner of York & Bay)	Destination is currently built although a portion at the eastern end is a parking lot.
west side of Bay Street North (at Market Street)	Jackson Square	The source is a parking lot with no current proposals for redevelopment.
S/W corner of Bay Street & King Street West	Board of Education Parking Lot	Both the source and the destination are parking lots - neither has current proposals for redevelopment.

Analysis of Identified +15 Links

SOURCE:	DESTINATION:	COMMENTS
Confederation Square	City Hall Plaza	Confederation Square currently is being reviewed for a sculpture garden. A connection at this location would have a serious negative impact on the visual aesthetic of the City Hall Plaza.
Courthouse (Main & MacNab)	Hamilton Place	This connection has not been constructed. It is questionable as to whether or not it is needed as there is a traffic light and cross-walks at this intersection.

INFORMATION ITEMS

1. Background information received on public participation from various City and Regional Departments.



71 Main Street West, Hamilton, Ontario
Tel. (416) 546-4510 / Fax (416) 546-2419

V.J. Abraham, M.C.I.P.
Director, Local Planning Division
Planning and Development Department
The Regional Municipality of Hamilton-Wentworth

Re: Public Participation Policies

On 1988 May 2, the Transport and Environment Committee of the City Council passed the following resolution:

Attached for your information, is a copy of our report to the Transport and Environment Committee respecting this matter.

If any further information is required, please contact Marty Hazell of this office at ext. 4588.

Yours truly,

MH/jd
Attach.

PROPERTY DEPARTMENT

MEMORANDUM

PLANNING & DEVELOPMENT LOCAL PLANNING BRANCH				
File No.		MAY 17 1993		
TO	STAFF	INT.	INFO	ACT
DIR.	VJH			
***** B *****				
MEMO				
YOUR FILE				
STAFF	UW			
OUR FILE				
PHONE:	CART.	546-2719		
	ADMIN.			

TO: V.J. Abraham, M.C.I.P.
Director of Local Planning
Planning and Development Department

FROM: D. W. Vyce
Director of Property
Property Department

YOUR FILE:

OUR FILE:

PHONE:

SUBJECT: Public Participation Policies

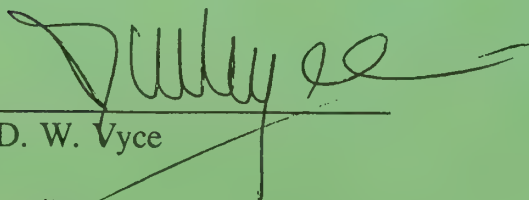
DATE: 1993 May 7

As you may be aware, our department is not a user of public participation. That is, we do not initiate public meetings, open houses, etc. However, our Architectural Division has attended public meetings (e.g. user group meetings) for building-related capital projects at the request of City client departments.

Based on our experience, the following points are offered for your consideration in response to your memo dated April 2, 1993:

- a) In addition to developing public participation guidelines, it may prove useful to develop procedures for the individual types of participation e.g. for meetings - use of agenda, minutes, etc.
- b) In order to maximize the effectiveness of meetings (especially in relation to building related projects), proximity to the building site can be important. If not possible or cost effective a neutral location such as City Hall may be best.
- c) Public notices should be standardized wherever possible.
- d) The meetings attended by our staff are chaired by the respective ward alderman - this political component should be recognized and addressed when developing guidelines and procedures.

If you find you have insufficient staff appointments from the public participation user departments, please let me know and I will endeavour to solicit a departmental volunteer for your working group.


D. W. Vyce
JC/jn

HOUSING DEPARTMENT

MEMORANDUM

PLANNING & DEVELOPMENT LOCAL PLANNING BRANCH				
File No.		MAY 05 1993		
TO	DATE	INIT.	INFL.	ACT.
DIRECTOR	15/4			
PLANNING				
DEVELOPMENT				
ADMIN.				
YOUR FILE:	STAFF			
OUR FILE:	ADMIN.			
PHONE:	546-4604			

TO: V.J. Abraham, M.C.I.P.
Director, Regional Planning Division
Planning and Development Department

FROM: Mr. M. Mascarenhas
General Manager
Housing Department

SUBJECT: Your Letter of April 2, 1993
Public Participation Policies

YOUR FILE:

OUR FILE:

PHONE:

1993 May 4

Thank you for your letter of April 2, 1993.

The Housing Department, which administers Hamilton MNPHC and Hamilton Housing Company, does not have any established policies on "public participation" even though we have on many occasions engaged in public consultation, reacting to concerns from elected officials/or public on our projects.

The types of consultation are as follows:

- 1) Open House: eg. Cumberland where the neighbourhood had an opportunity to view pictures of our projects and the proposed building.
- 2) Public Meeting: eg. Cumberland - at City Council Chambers where residents expressed their concerns and questions, attended by elected officials. eg. 67 Ossington - we met on-the-street next to the building under construction to address tenant concerns.
- 3) Focus Group Meeting: eg. 101 Broadway - called by Ward Alderman with a small group of residents to review the proposed project.

George Gambioli, Housing Co-ordinator, telephone 546-2744, will be pleased to be our representative on the working group on public participation.

MM:jm



CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

MAY 25 1993

2 J.A.P.
B.J.

TO: V. J. Abraham, M.C.I.P.
Director of Local Planning
Planning and Development Department

YOUR FILE:

M.L.T. mg

FROM: R. W. Chrystian
Manager of Parks Division
Department of Public Works

OUR FILE: 93.2011.20
PHONE: 546-4334

SUBJECT: Public Participation Process

DATE: 1993 May 18

Further to your request for information as to the Parks Divisions methodologies for incorporating public input towards the planning of parks, I have the following comments.

Our planning and development projects are divided into two major categories with a public participation process associated with each. These major categories and their input process are as follows:

a) **Park Development and Redevelopment Projects**

For park development and redevelopment projects staff, in conjunction with the respective Ward Aldermen, establish formal committees to provide ongoing input during the design and construction phases.

These committees are initiated through the solicitation of volunteers at the outset of a project through a full public open house meeting. The volunteers are organized into a committee structure including various executive positions.

Through a series of workshops with staff, design input is incorporated into the concept plans for the project. At the call of the committee and the Ward Aldermen a final public open house meeting is held to receive a broad based public endorsement which may include amendments to the concept.

The format for informing the public of open house meetings varies depending upon the classification of the park in which any project is proposed. For neighbourhood level parks door to door notices are delivered to each residence within the neighbourhood. For Community and City wide parks the notification process may include advertisements in local newspapers and notification to various organized user groups actively involved in the programming of the site.

Input for various projects is also received through the Parks and Recreation Citizens Advisory Committee.

Through these various formats parks staff receive public input through over 100 public meetings per year at which the staff representatives volunteer their evening hours to facilitate the two way flow of communication.

In addition to the above, staff have advanced specialized formats for public input in association with the development of very specialized projects. An example of this would include T.B. McQuesten Park where a neighbourhood committee was formed to address the neighbourhood component of the site and to provide neighbourhood perspectives towards the development of this City wide park. A steering committee was also established comprised of representatives of the various multicultural groups within this community to evolve guidelines for the development of the Multicultural gardens.

b) Community Renewal Projects

There are essentially two public processes that the Community Renewal Section undertakes, the first being P.R.I.D.E. and other neighbourhood revitalization projects, and second, the Business Improvement Areas public process.

P.R.I.D.E. and Other Neighbourhood Revitalization Projects

1. An initial public meeting is held to advise the affected residents, property owners and business operators that a revitalization project is about to be undertaken. Also, a neighbourhood survey is administered by mail.
2. A second public meeting is held where the results of the neighbourhood survey are presented to those present. An election occurs to gather members for the Citizens Advisory Committee that will work with staff throughout the revitalization project. After the election, names are also accepted through the City Clerk's and Public Works Departments of citizens who are interested in sitting on the Advisory Committee.
3. Through the City Clerk and the Director of Public Works citizens are officially appointed to sit on the Advisory Committee.
4. Eight to twelve Citizen Advisory Committee meetings are held with staff and other stakeholders to develop the Community Improvement Plan in accordance with the Planning Act. This Community Improvement Plan outlines all the goals and objectives of the revitalization project.
5. Another public meeting is held to present a Community Improvement Plan and any concepts available for the physical development of the project area.
6. One rap-up Citizens Advisory Committee meeting is held to summarize and close out the public process if necessary.

The role of the Citizens Advisory Committee during this public process is to:

- a) prepare a Community Improvement Plan in accordance with the Planning Act
- b) to recommend the Community Improvement Plan to the Planning and Development Committee
- c) to advise the Planning and Development Committee of any other issues or recommendations of importance relative to this Community Improvement Plan and the Community Improvement Project Area

Business Improvement Areas

Staff from the Community Renewal Section of Public Works assist business operators to form into a Business Improvement Area. The process normally runs as follows:

- 1. The Community Renewal staff assist the interested business operators to hold a general meeting of the interested business operators
- 2. The potential B.I.A. members are responsible to canvass their area for support by the rest of the affected business operators of the proposed designation
- 3. Community Renewal staff would then take the necessary recommendation to the Planning and Development Committee for the designation process to start
- 4. After designation occurs, Community Renewal staff attends the B.I.A. meetings to assist the members with their ongoing operations

All of the B.I.A. meetings are public inasmuch as they are open for all B.I.A. members to attend. This is the extent of their public process.

Mr. C. Firth-Eagland will be the staff member from our Division appointed to join your working group on public participation.

Should you wish to discuss any aspect of this matter in greater detail, please do not hesitate to telephone Chris at 546-2465.

CFE/ps
attachment

cc: D. Lobo, Director of Public Works
H. Milsome, Co-ordinator of Community Renewal

• HAMILTON PARKS •

PUBLIC PARTICIPATION IN THE PARK PLANNING PROCESS

by Chris Firth-Eagland*

Public participation in the planning of Hamilton's parks is a key element in providing quality parks that can stand the test of public use for long periods of time. With the high level of public awareness over issues related to greenspace and the environment, it is in the best interests of the City to solicit input prior to developing parks.

Public participation at the planning stage allows for and facilitates the incorporation of ideas and experiences of those who will be the end users of the park. Planning and Developing parks in isolation, without input, misses opportunities and potentials that the public are willing to share.

While more costly in the initial stages by requiring a considerable donation of time from area residents, the Ward Aldermen and staff, the end product is a more effective park and the payback in satisfaction and actual cost savings can be many times the initial investment. When the public is informed and involved, concerns about funding, construction programming, and the specific elements to be provided from benches to trees, lights and play features for kids, the questions and issues are resolved before the problems arise.

The public process has positive spinoffs in areas such as community spirit, team building and creates a sense of pride and ownership with area residents for their park. These feelings are translated into reduced vandalism and assistance by the neighbourhood in solving problems within the park that may arise over time.

The evolution of the formal public participation process has been a three party endeavour spearheaded by the various Ward Aldermen with support and interest from the public and staff. The Parks and Recreation Committee of City Council feels strong enough about the need for public participation to have successfully advanced through Council, a policy that encourages through the offices of the various Ward Aldermen, public input into the planning of Hamilton's Parks.

This process facilitates the formation of Neighbourhood Park Committees who participate in activities ranging from design workshops to fundraising programmes and may have spinoffs such as the formation of park programming groups and Neighbourhood Watch Committees.

The City of Hamilton has used this approach to successfully design and construct parks for the past several years. In 1990-91 alone, park development staff organized over 109 public meetings resulting in Master Plans and development of 28 parks within the City.

* Chris Firth-Eagland is the Co-ordinator of Park Development and Maintenance.

**ROADS DEPARTMENT
PREDESIGN AND SPECIAL PROJECTS OFFICE**

PUBLIC CONSULTATION PRACTICES

The following is a summary of the approach to public participation for road projects managed in the Special Projects Office, Roads Department:

Projects Undergoing Class Environmental Assessment or Full Environmental Assessment

The Class Environmental Assessment process mandates contact with the public at three points in the road planning process. In general, the process dictates a level of notification and consultation based on the schedule of the project:

Schedule A (Approved Projects)

- no notification/consultation during planning and design

Schedule B (Screened Projects)

- notification of the initiation of the project to affected public and affected agencies as determined by the proponent
- notification of the completion of a project and a 30 day review

Schedule C (Class Environmental Assessment Projects)

- notification of the initiation of the project to the public (directly affected and general) and agencies early in planning
- notification to affected public and those who have expressed an interest in the project during the preliminary design phase
- notification of the completion of the project and opportunity for the public and agencies to provide comments and a 30 day review

The type of notification and consultation is left up to the proponent. In general we modify the type of consultation to reflect the issues, the location, the predicted impacts.

Notification

- Newspaper advertisement and news releases for the general public (Hamilton Spectator and Brabant news, local radio stations). Depending on the project, notices are placed in the Hamilton Spectator on Wednesday and/or Saturday. These are the two days that have the greatest readership.
- Flyer/letter distribution to directly abutting property owners, at least half of the adjacent neighbourhood, and to identified interest groups. Sometimes the notices are hand delivered, sometimes they are mailed directly to the address. The method of delivery depends on the project schedule. Registered mail is used to notify directly affected property owners of the 30 day review period under the Class Environmental Assessment process.

Public Consultation

Type of Consultation	Comments
Public Information Centres	Used to: <ul style="list-style-type: none">- inform the public about the project and their opportunities for involvement in the process- obtain feedback from the public on recommendations that are being made- obtain information from the public that may be useful in planning and designing the project
Workshop	<ul style="list-style-type: none">- Used when specific issues that have been identified during the process can be resolved/addressed through direct community involvement- Invitations to those community members or groups that have expressed interest or that are affected
Public Meeting	<ul style="list-style-type: none">- Generally, public meetings are held at the request of the local Councillor to address a community issue
Individual Meeting	<ul style="list-style-type: none">- Meeting with one or a number of residents (interest group) to discuss issues/concerns related to a specific property(ies) or area

Information Dissemination

In general, we use public information centres as the main forum for presenting road projects to the public.

The public information centres include displays on the process followed, and the project. Staff presentations are often used to present information and answer general questions. Staff members are available to answer specific questions.

Comment sheets are made available and the public is encouraged to fill them out. All comments are responded to in writing or in person by the appropriate staff.

Hand-outs explaining the Class EA process and the project are made available at the Public Information Centre.

Resolution of Issues

Many public concerns are addressed at the Public Information Centres through discussion with staff. Individual meetings with property owners are often held on site to resolve issues.

General

Public Information Centres are never held:

- during major holiday periods such as Christmas, March break, summer months (July and August);
- on Fridays, Saturdays and Sundays; or
- on Council meeting days (e.g. Tuesdays in Hamilton).

Post Environmental Assessment Approval

Red Hill Creek Expressway

Even though the Red Hill Creek Expressway has environmental assessment approval, there is an extensive public consultation program in place to keep the residents informed of the status of the project, and to explain prior to construction the work that will be done each year.

Over the past three years the Special Projects Office has:

- held information centres twice per year (three to four information centres per time);
- published a Progress Report twice per year and distributed it to 28,000 residents within an area adjacent to the Expressway and on a mailing list; and
- held additional information centres, workshops, and public meetings on specific issues of concern (closure of Upper Horning Road, construction of pedestrian crossings).

This year, the Special Projects Office has held one series of Information Sessions (March) prior to construction and will be holding two sets of Information Centres specifically on the construction of noise barriers (June and September) for four days at a time.

In addition, meetings are held with both the Hamilton Wentworth Separate School Board and the Hamilton Board of Education to notify them of the short term and long term implications of construction of the Expressway on pedestrian movements.

During construction the Regional construction procedures for notification and surveys prior to blasting, road closures, etc. are followed.

Regional Road Projects

The Design and Construction Office has developed procedures for notifying the public prior to construction. Doug Onishi should be contacted for information on construction notification procedures.

Summary

The above practices have been developed through experience and are constantly evolving. This office is continually trying new ways of effectively notifying the public, disseminating information and addressing concerns. Computer imaging and the use of photographs is playing a more important role in presenting the road projects and associated impacts in an understandable way.



CA PLAN IMPLEMENTATION COMMITTEE
tee of the Planning and Development Committee
L. 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

URBAN/MUNICIPAL

CA40N HBL A05
CS1P4C
1993

NOTICE OF MEETING AND AGENDA*

DATE: October 18, 1993

TIME: 2:30 pm.

PLACE: Room 219, City Hall

AGENDA

1. Chairperson's Remarks
2. Minutes of Meeting held September 13, 1993
3. Regional Transportation Study
4. Update on Various Matters
 - a) +15 Pedestrian Walkways
 - b) Proposed New Regulations for Landscaping of Parking Areas
5. Equitable Representation on City Boards/Commissions (survey to be handed out at the meeting)
6. Member's Reports
7. Other Business
8. Adjournment

URBAN M
OCT
1993
GOVERNMENT

Coordinator

Mary Lou Tanner 546-4148

* Please call if you are unable to attend.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Monday September 13, 1993

MEMBERS ATTENDING

Russell Elman - Chairperson

Gil Simmons - Vice-Chairperson

Alderman McCulloch

Art Lomax

John Eyles

Joy Shikaze (for Gerry Kennedy)

Kay Nolan

Durand Neighbourhood Association

North End Neighbourhoods

Alderman Ward 2

Hamilton Automobile Club

McMaster University

Metropolitan Hamilton Real Estate Board

Hamilton-Wentworth Roman Catholic

Separate School Board

REGRETS

Bruce Rankin

Mary Pocius

John Nolan

Greg Gouthreau

Richard Maraj

Jim Drake

Hamilton Society of Architects

International Village BIA

Past Vice-Chairperson

Downtown BIA

Region of Hamilton-Wentworth Committee
for Persons with Physical Disabilities

Beasley Neighbourhood Association

STAFF AND OTHERS

Mary Lou Tanner (Coordinator)

Bill Janssen

Hoda Kayal

Paul Ortmann

Local Planning

Local Planning

Property Department

Stinson Community Association

1. Chairperson's Remarks

Russell Elman called the meeting to order at 2:30 p.m. and welcomed those present. He informed members that the CAPIC meetings for the fall would be held on the following dates: October 18th; November 8th; and December 6th. All meetings would commence at 2:30 p.m.

2. Minutes of June 24, 1993 Meeting

It was moved by Kay Nolan and seconded by Gil Simmons that the minutes be adopted.

Carried

3. West Harbourfront Development Study

Mary Lou Tanner informed members that the Parks Division Staff had requested a position paper from CAPIC regarding its role in the Study to be submitted no later than September 3, 1993. Russell Elman, Gil Simmons, and Mary Lou Tanner had met during the summer and prepared the position paper. A copy of the paper was distributed to members.

Russell Elman introduced a proposed resolution regarding development at Harbourfront Park and the West Harbourfront Development Study. Discussion included the following points:

- CAPIC should only reference City owned lands;
- concern over the development of Pier 8 (by the Hamilton Harbour Commissioners) should be expressed to the West Harbourfront Development Study Steering Committee by CAPIC's representatives;
- what is the link between the West Harbourfront Development Study and the Perimeter Road? It was suggested that an update on the Perimeter Road be brought to the November 8th meeting;
- further additional permanent development at Harbourfront Park should not be implemented until the West Harbourfront Development Study was completed.

The following motion was moved by Kay Nolan and seconded by John Eyles:

"That Harbourfront Park remain as a low-intensity OPEN SPACE park area with a moratorium on any permanent additional development or construction on this site until the completion of the West Harbourfront Development Study and any development be consistent with the Official Plan, the Central Area Plan, and the North End West Neighbourhood Plan."

Carried

This will be submitted as a report to the Planning and Development Committee.

It was moved by Kay Nolan and seconded by Gil Simmons that John Eyles replace Gil Simmons as CAPIC's representative on the West Harbourfront Development Study.

Carried

4. +15 Pedestrian Walkways

Mary Lou Tanner presented the report on +15 Pedestrian Walkways.

There was general support that the requirement for the +15 connections be deleted from the Official Plan. It was suggested that a policy supporting private development of the connections be encouraged.

It was moved by Gil Simmons and seconded by John Eyles that CAPIC endorse the draft report of the Planning and Development Department and recommend inclusion of a policy encourage privately developed +15 walkways.

Carried

5. Member's Reports

None.

6. Adjournment

It was moved by Gil Simmons that the meeting adjourn.

MLT:mlt

REGIONAL TRANSPORTATION REVIEW

What is it?

- A transportation Study for Hamilton-Wentworth which will provide a comprehensive strategy for transportation component of Vision 2020.

Study objectives:

- Recommend policy change for more effective integration of land use and transportation.
- Provide direction in allocation of expenditures (pedestrian facilities, bicycles, transit, roads, parking).
- Develop plans to respond to specific transportation problems.
- Establish performance targets to assess progress.

Some issues to be addressed:

- Coordination of land use and transportation plans.
- Improved facilities for pedestrians and cyclists.
- Transportation management strategy for CBD and central escarpment crossing.
- Trucking needs, truck routes, access to industrial areas.
- Improvements to transit service (GO integration, suburban service, bus priority).
- Maintenance of existing infrastructure (roads, bridges, etc.)
- Provincial highway network plans and priorities.

Issues for HSR in 1990's

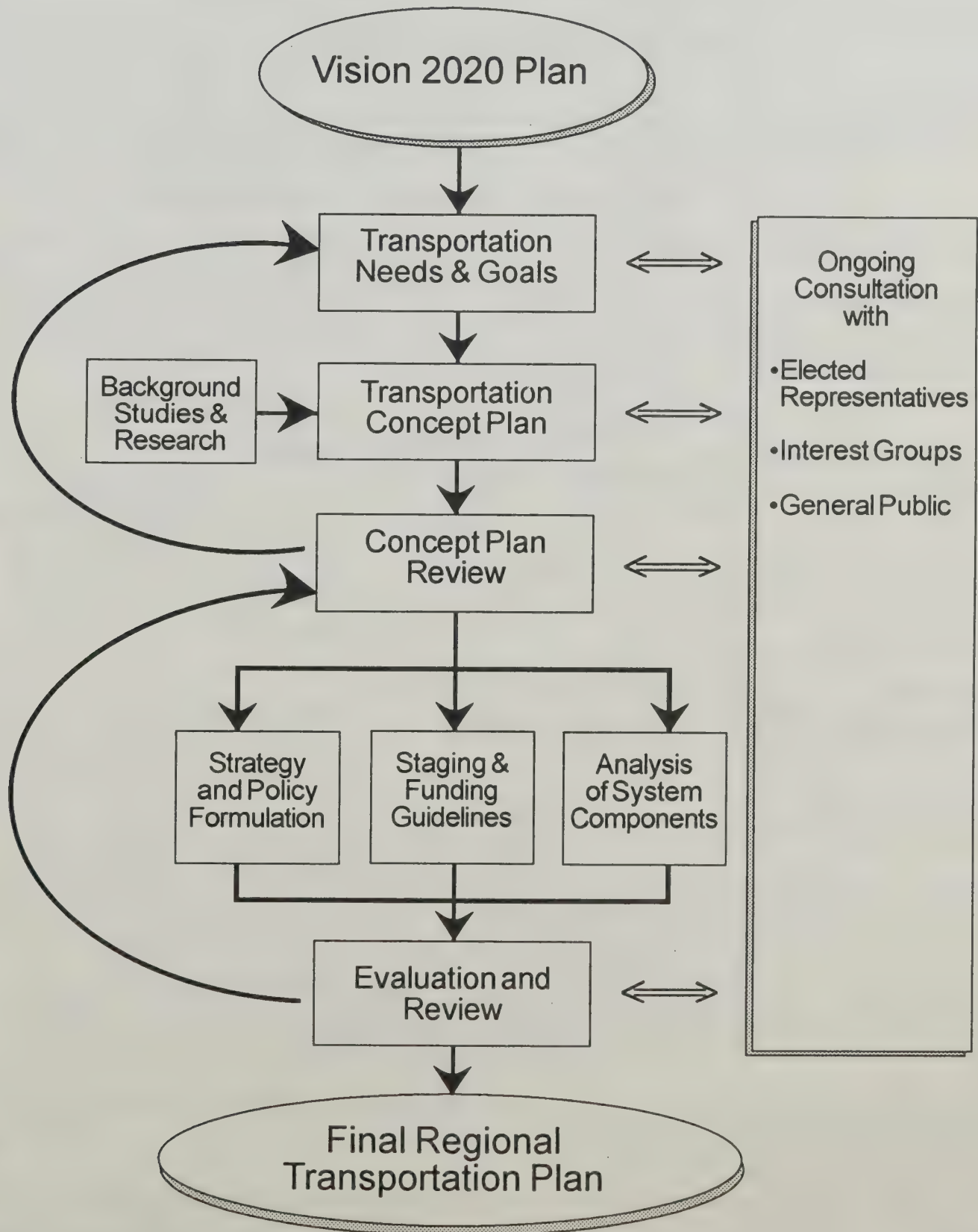
- Declining Ridership Trends
 - Cause by changing demographics, higher unemployment, etc.
- Funding Public Transit
 - Dependent on funding from municipal and provincial taxpayers as well as users.
- Responding to Changing Markets
 - Again population, suburban growth, inter-regional work trips, accessibility for disabled persons, etc.
- Need for Improved Efficiency
 - Improved methods and technology necessary to offset costs of labour and supplies.

Strategic Directions for HSR

- Improved Transit Service
 - HSR integration with new GO Centre
 - Express bus service to Hamilton mountain
 - Expand local service to suburban areas
 - Transit priority in CBD
 - Ongoing schedule efficiency improvements
- Fleet Changes
 - Conversion of diesel technology to natural gas
 - New trolley buses and infrastructure
 - Low floor buses for greater accessibility
- Employee and Organizational Development
 - Focus on skills, motivation and job satisfaction of employees
 - Ongoing customer service training
 - Organizational changes to improve service delivery efficiency
 - Enhanced human resources systems
- Financial Considerations
 - Guiding principles for transit fares (affordability, equitable, related to costs, incentive for frequent use)
 - Review Regional funding capabilities and mechanisms
- Land Use Coordination
 - regional strategies for increased density
 - Input to development plans to facilitate transit service
 - Early introduction of transit service to new development

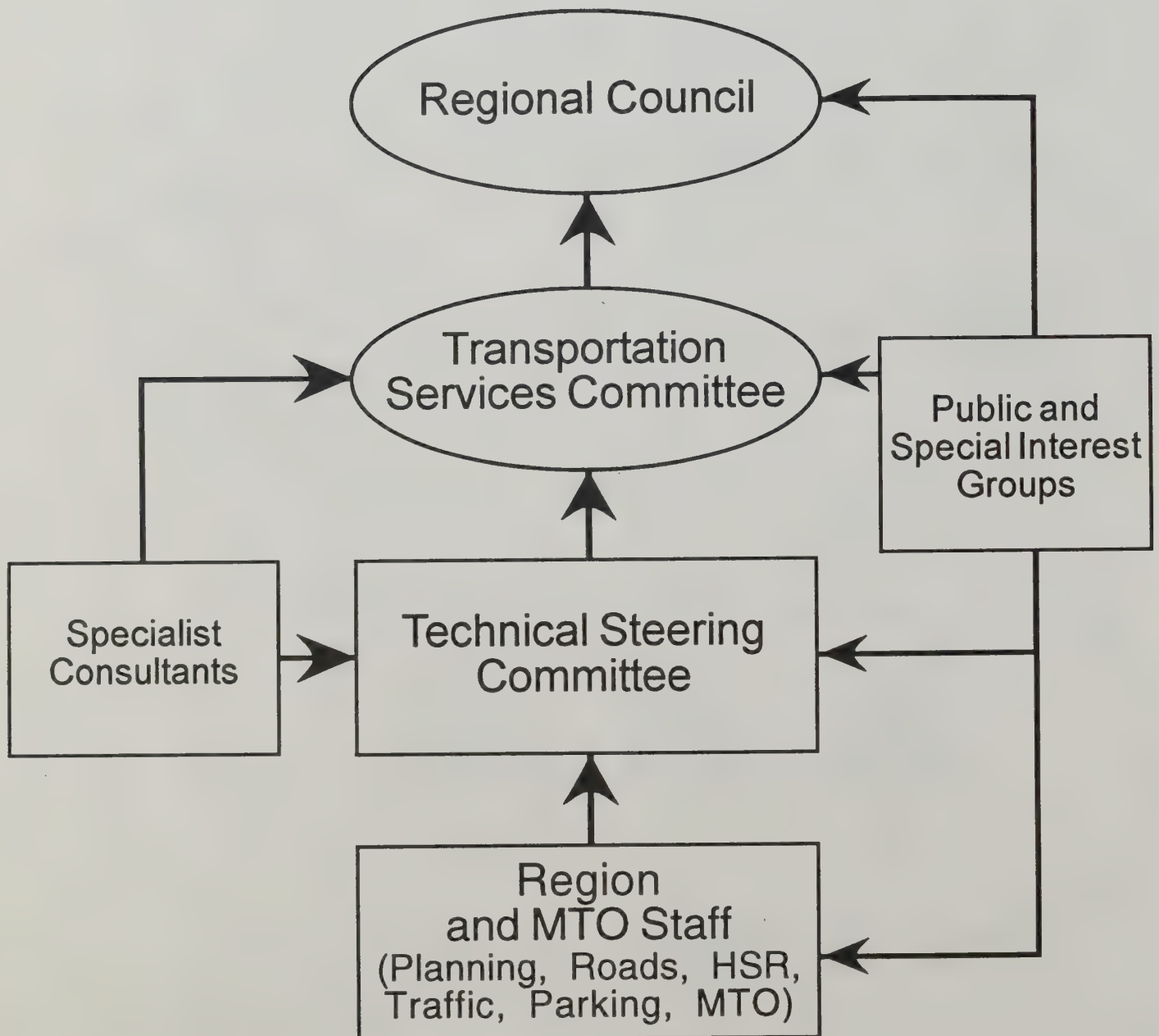
Regional Transportation Review

General Approach



Regional Transportation Review

Study Organization





HAMILTON-WENTWORTH REGIONAL TRANSPORTATION REVIEW

WHAT IS IT ALL ABOUT?

Hamilton-Wentworth has embarked upon a strategic review of the Regional Transportation System. This study is an extension of "Vision 2020", a process initiated three years ago by the Regional Chairman's Task Force on Sustainable Development. The study will clearly outline the transportation related services and policies required to achieve the future vision of Hamilton-Wentworth, in terms relative to the "Vision 2020" final report, as opposed to a continuation of the status quo.

The overall study is expected to be completed by May, 1994. Phase 1 of this process has been completed. A framework has been established through the preparation of a concept plan for the various transportation elements. Phase 2 of the study will detail the specific transportation options available for evaluation.

The purpose of this first newsletter is to:

- Introduce you to the Transportation Plan Review Process
- To review the direction "Vision 2020" has established for Hamilton-Wentworth
- To identify the Current Direction of Hamilton-Wentworth
- To provide information regarding the concept plan which has been established
- Identify how you can contribute to the planning process

WHY DO WE NEED A NEW TRANSPORTATION PLAN?

The Greater Hamilton area has not had a comprehensive transportation review for over 20 years. During that period of time there have been significant changes in the major factors which influence travel demands and the approaches to accommodating these demands. These factors, among others, include the following:

- The rate of growth and distribution of population and employment in the Region has been increasingly affected by development in the Greater Toronto Area and by general economic conditions.
- The demographic characteristics of the population are changing.

- There is increasing awareness of the environmental implications of reliance on the private automobile as a primary mode of travel.
- The general public has indicated an apparent willingness to trade-off the level of vehicular accessibility with improved pedestrian and aesthetic amenities of the urban area.

WHAT WILL THE NEW PLAN GIVE US?

While transportation analyses traditionally focus upon road and highway improvements, this review must also consider other modes; including pedestrian, bicycling, transit, and goods movement. This study will produce a detailed integrated transportation strategy and improvement program which will:

- Provide direction in balancing expenditures between roads, parking, public transit as well as pedestrian and bicycling facilities.
- Identify policy changes required to achieve more effective integration of future land use strategies and transportation services.
- Develop a short term response for addressing current transportation issues.
- Outline performance targets to measure progress towards achieving overall objectives.

WHAT IS THE PROCESS

A process called "strategic planning" is being utilized in this transportation planning study. The process begins with the development of a community "VISION" which is an expression of the community's desire to achieve a certain "state" in the future. The "strategic planning" process is very appropriate for regional exercises, such as this study, particularly since the regional "vision" has already been established through the Vision 2020 program.

Recommendations from the Vision 2020 documents will be utilized as a guide to establishing transportation goals and objectives for the Region of Hamilton-Wentworth

Transportation Plan which are consistent with the regional vision. The major advantage of this process is that it allows the community to harmonize its transportation and land use policies in such a way as to collectively satisfy its "vision" of the future. The process involves:

- Organization of a study team of specialist Consultants and Regional Staff
- The identification of future travel needs and how they can be met effectively and with available resources.
- Consultation with the public and various interest groups will be ongoing, throughout the study.
- The output of this process will be a Transportation Plan for the Region of Hamilton-Wentworth
- The Study will utilize the findings from recently completed studies such as; Regional Bikeway Plan, Transportation for Persons with Disabilities Study and GO Transit Studies.

WHAT IS THE STATUS QUO?

- Road expansions needed to accommodate growth
- Declining transit ridership
- Increasing dependence on the private automobile
- Continued suburban sprawl into rural areas

WHAT ARE THE IMPLICATIONS OF CONTINUING WITH THE STATUS QUO?

- Future cost increases for transportation
- Traffic jams in downtown core
- Increased air pollution
- Unattractive to bicycles and pedestrians
- Continued truck traffic in the downtown

WHAT ARE THE GOALS OF "VISION 2020"

The Regional Chairman's Task Force on Sustainable Development identified a transportation system in "Vision 2020" where the car is no longer the dominant mode of transport. Transportation planning, instead of accommodating an increasing number of single occupancy vehicles, will promote a combination of techniques such as self-propelled transit (foot and bicycle), buses, ride sharing and proximity (working and playing near home), to complement the role of the automobile. Preference is given to modes such as, walking and cycling, that promote human scale interaction and do not contribute to air and noise pollution.

GOALS

To develop a sustainable transportation system for people, goods and services which:

- Is environmentally friendly, affordable, efficient, convenient and accessible
- Meets community needs
- Provides a level of service for people with disabilities comparable to regular transit service
- Provides for the safe movement of the public
- Considers safety in public areas, through location and design of transit shelters, public walkways, bicycle paths and parking areas
- Provides access to all areas of the Region
- Integrates public transit, bicycles, pedestrians, trucks and automobiles

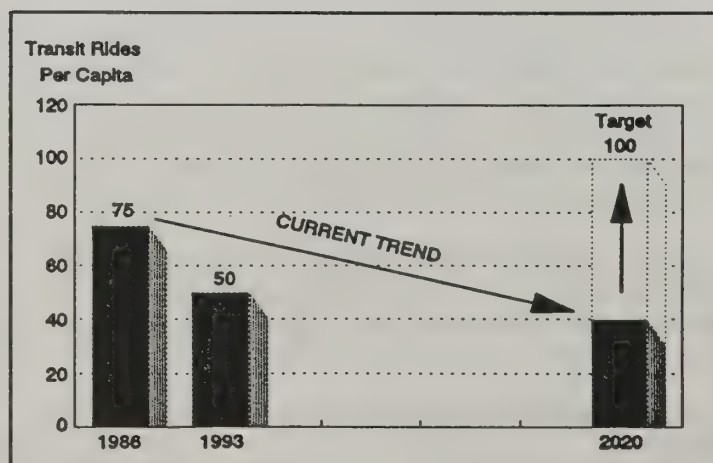
In summary, the goals will require a shift in personal lifestyle and behaviour towards transportation choices that enhance personal health, fitness, save money and with the lowest environmental effect.

WHAT ARE THE REALITIES OF VISION 2020?

All growth cannot be accommodated on transit, bicycles and walking. To accommodate this growth on transit alone would require a 4.5 times growth in per capita ridership. This translates into 225 rides per capita, up from the present level of 50.

In comparison with other transit systems:

- TTC 1992 - 186 rides per capita
- Ottawa/Carleton - 133 rides per capita
- London - 54 rides per capita



- 100 Rides per capita is realistic as a target and it would increase annual ridership from 21.5 million to 55 million over 30 years
- We don't have enough money to build roads for traffic growth and still make other planned improvements. We can't have it both ways
- There is a need to better manage transportation demands and to set clear priorities
- This may require a new direction:
 - policy changes
 - parking restrictions
 - urban design changes
 - funding re-allocation
- Changes should start now to reduce future problems
 - less dependence on private automobiles will reduce traffic problems
 - more compact development patterns will reduce travel needs
 - clear spending priorities will ensure future needs can be accommodated

WHAT ARE SOME OF THE ISSUES/CONSIDERATIONS?

The geography of Hamilton-Wentworth is unique due to both the escarpment and water constraints.

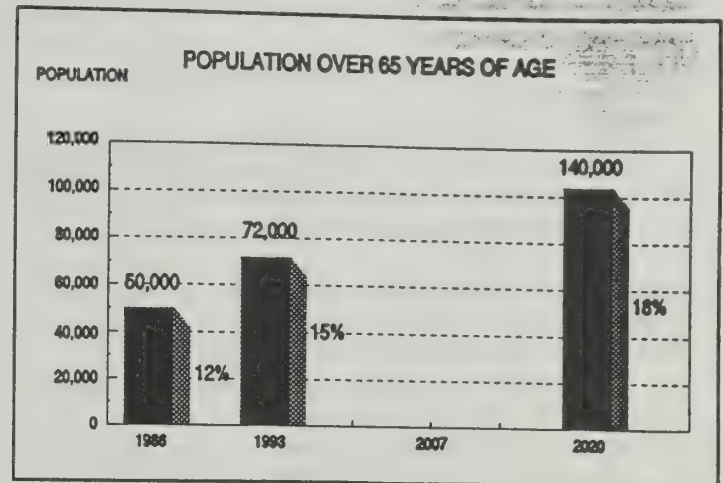
Lower Hamilton is the economic centre of the Region and is expected to retain at least 60% of the employment to the year 2020. Population in the lower mountain area is expected to remain static while growth will be concentrated in upper Hamilton, Stoney Creek and Ancaster. This trend for people to live further from the area in which they work:

- increases strain on the existing road system, and
- promotes use of the private automobile by reducing the attractiveness of other modes of transport.

Suburban development plans which typically have street patterns unfriendly to transit use, lower development densities and an absence of mixed land use reduces the opportunities for choice of mode and increases the dependence on the private automobile.

Our aging population also has a significant impacts upon travel. For example, the prime transit using age category of 15 - 24 years of age will decline in number and the increasing senior population will result in an increased

need for special services such as low floor buses and other mobility impaired measures.



Abundant and inexpensive parking in the downtown core again encourages the use of the private automobile.

- Low all day parking rates (approx. \$3.00/day) encourage commuters to use their cars.
- Higher short term rates (approx. \$2.00/half-hour) discourage people from coming to the downtown for business activities, shopping and other personal services.

WHAT ARE THE ELEMENTS OF THE CONCEPT PLAN?

With public attitudes oriented towards use of the private automobile, it is a major challenge to "turn the ship around". The concept plan considers four basic components influencing the transportation system: Transit, Roads, Parking and Land Use. The concept plan has identified the types of elements required for each component to achieve the goals of "Vision 2020".

TRANSIT

- Develop a program to encourage an increase in ridership to achieve 100 rides/capita target in year 2020
- Institute transit priority measures
 - Bus only lanes
 - Exclusive mountain accesses for transit
- Adopt supportive policies in parking, land use and land development strategies
- Intensify transit service in lower mountain area

ROADS

- Accept a decrease in level of service (increased roadway congestion)
- Policies to discourage excess private automobile use
 - Tax policies
 - Reduce supply of parking for long term parkers
 - Better balance of capital expenditures between roads, transit, bicycles and pedestrians
 - Sharing road space with other modes
- Use traffic management measures to stop traffic intrusion into neighbourhoods
- Recognize we have very limited funds:
 - They need to be spent very strategically (priority)
 - Priorities are very important
 - Need to provide an incentive for industry to continue being competitive because Bay Front lands will remain industrial (expensive to reclaim/clean-up)
 - Investigate a lower cost Industrial Perimeter Road strategy
- The Perimeter Road is a priority because it enhances the overall region and promotes economic growth

PARKING

- Use parking controls as a lever to encourage transit ridership and discourage automobiles as a mode for commuters to the Central Area
- Review the Parking Authority's operations and mandate to support retail (short term)
- Limit the parking supply in the Central Area
- Increase the cost of parking for long term users
- Provide tax incentives on vacant land if maintained as a temporary green space until developed
- Develop a program to respond to the concerns of businesses

LAND USE

- Establish and hold urban growth boundaries
- Design suburbs to reduce dependence on auto use and promote choice of mode
- Encourage live work relationship through zoning
- Increase development densities and promote intensification of development, particularly:
 - in the lower mountain
 - near major transit facilities

HOW CAN I CONTRIBUTE?

A major component of the Regional Transportation Review is the Public Consultation Process. It involves newsletters, public information centres/workshops and focus groups. You can Contribute by:

- Providing a written submission or brief to the study team detailing your specific transportation concerns
- Reading your newsletters,
- Completing and returning the attached questionnaire,
- Contacting the project team with concerns, issues or ideas,
- Attending public information centres, and
- Participating in the focus groups, special meetings, or workshops if you are invited.

WILL THERE BE MORE NEWSLETTERS?

At least two more newsletters will be produced to keep you informed about the progress and direction of the study. The next newsletter will cover the following topics:

Newsletter No. 2 - *TRANSPORTATION SYSTEM OPTIONS*

- Options Developed
- Evaluation Criteria
- Selection Process

WHERE CAN I OBTAIN MORE INFORMATION?

Fill out and return the attached questionnaire or contact:

Mr. Nick Palomba, P.Eng
Project Manager
Delcan Corporation
1100 Main Street West, Suite 301
Hamilton, Ontario
L8S 1B6
Fax 525-5710

OR

Mr. W. O'Brien, P. Eng.
Director of Transportation Services
330 Wentworth Street North
Hamilton, Ontario
L8L 5W2
Fax 528-5410



HAMILTON-WENTWORTH REGIONAL TRANSPORTATION REVIEW

PARTICIPATION QUESTIONNAIRE

Please return by October 15, 1993

1) Please outline your main areas of concern regarding transportation

2) Do you represent or belong to a group, organization or agency?

☐ **Yes** ☐ **No**

3) If you indicated yes above, please identify the group, association or agency.

4) Please identify any projects that you were involved with that you feel are important to this study.

5) Please indicate below how you would like to be informed of or kept involved with this study.

- ☐ **No further involvement necessary**
- ☐ **Would like to receive further newsletters**
- ☐ **Would like to be notified of Public Information Centres**
- ☐ **Would like to participate in a future focus group or Public Meetings/Workshops**
- ☐ **Would like to submit a proposal or brief regarding Regional Transportation Issues**

6) Do you have any important comments or views you wish to share with the Study Team.

7) Please indicate preferred contact for Agency/Group.

Name

Agency

Address

Phone

Fax

INFORMATION ITEMS

1. "Glass not grass is downtown legacy of plus 15 plan", The Spectator, October 7, 1993.

Glass not grass is downtown legacy of 'plus 15' plan

CALL IT an idea whose time has

went. Fifteen years ago, the futurists had a vision for Hamilton's downtown that borrowed heavily from Jules Verne and The Jetsons.

They kept saying they wanted to make it a people place. The term was as misleading as it was trite. With its overhead catwalks, rooftop plazas and meandering

mallways, this would be an artificial and alienating environment dedicated first and foremost to removing all visible signs of life and commerce from the downtown streetscape.

It was glass not grass. It was pavement not people. Users of the downtown continue to feel and experience the impact of these misguided directions to this day.

A central part of the development philosophy that found favor in the late 1970s and early 1980s was the phenomenon affectionately referred to at the time as the "plus 15" pedestrian circulation system.

As the rebuilding of the downtown progressed with construction of Jackson Square, Hamilton Place and the art gallery, the trade centre and provincial office tower, plans called for a vast network of subterranean parking chambers which would serve as a convenient foundation for a windswept expanse of above-ground open space. The plus 15 designation referred to the approximate height of these plazas and connecting



Tami Paikin Nolan

bridges above ground level.

The 1981 Central Area Plan which established the plus 15 framework put it this way:

"Wherever feasible and desirable, vehicular and pedestrian traffic will be separated by means of plus 15 walkways, tunnelization of streets, pedestrian malls, underground bus terminal or other means. In the area circumscribing Jackson Square on the north, west and south, the plus 15 circulation system will be extended as new development occurs."

Ten connecting bridges were originally contemplated, including one running between the art gallery plaza (now called Commonwealth Square) and the city hall forecourt on Main Street, and another running between the old Pigott Building (now part of the Heritage Gardens project) on James Street South and the old Bank of Montreal Building at Main and James.

Later on, others were added to the plan, including proposals to join the new Commerce Place at King



Ron Pozzer, The Spectator

Elevated pedestrian walkway between Sheraton hotel and convention centre was part of larger plan.

and James with Jackson Square across King Street and the provincial office tower across MacNab Street. Any new development in the area must meet overhead connection requirements set down by the city.

In the early 1980s, expectations were that the plus 15 level would soon support a wide range of restaurants, retail outlets, rest areas and informal entertainment spots. The rest is history.

We may thank heaven for small mercies that, to the present time, these grandiose plans have boiled down to only two actual overhead routes, one connecting the Sheraton Hotel and the Hamilton Convention Centre across King Street and one connecting the new Eaton's to the parking ramp on the other side of York Boulevard. The million-dollar King Street traverse, which predates the official plus 15 plan, has been

nicked three times by too-tall trucks attempting to sneak underneath.

Now that Hamilton's downtown has been successfully converted into a barren and litter-strewn wasteland, the city's planning department is having second thoughts about the plus 15 phenomenon.

A staff report presented to the planning committee yesterday points out that "additional plus 15

links to Jackson Square may further harm the street level businesses" on King and James streets.

City council asked the planners last June to look into "the feasibility and appropriateness" of installing two additional plus 15 connections downtown, one from Jackson Square to Gore Park and another from the convention centre to Gore Park. (It being a nice enough day to go for a stroll in Gore Park, gosh knows what you would want with a closed in, rug-lined bridge to get you there.)

The planners now say that "from a planning perspective, it is important to have a well-used and attractive pedestrian shopping area in the core area."

Their report goes on: "Vibrant commercial shopping areas enhance the downtown core and attract more pedestrians to it. Separating and encouraging pedestrians away from the street may further impede the viability of the commercial shopping areas in the downtown."

The planning committee was not convinced. Inexplicably, it declined to act on a staff recommendation to strike the plus 15 provision from the books. This despite a valiant effort by Alderman Fred Eisenberger to warn his colleagues they should come out of the clouds and cast their eyes back to the street.

Things will continue to look up in downtown Hamilton. The wrong things.

*John S. M.L.T.
Hamilton*



PLAN IMPLEMENTATION COMMITTEE
of the Planning and Development Committee
MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

URBAN/MUNICIPAL
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1993

NOTICE OF MEETING AND AGENDA*

DATE: November 8, 1993
TIME: 2:30 pm.
PLACE: Room 233, City Hall

AGENDA

1. Chairperson's Remarks
2. Minutes of Meeting held October 18, 1993
3. Transportation Policies of the Central Area Plan
4. Update from Property Tax Discussions
5. Member's Reports
6. Other Business
7. Adjournment

URBAN M
NOV 1993
GOVERNMENT DOCUMENTS

Coordinator

Mary Lou Tanner 546-4148

Please call if you are unable to attend.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Monday October 18, 1993

MEMBERS ATTENDING

Russell Elman - Chairperson
Gil Simmons - Vice-Chairperson
Alderman McCulloch
Art Lomax
Gerry Kennedy
Kay Nolan

Jim Drake
John Nolan
Graeme McTaggart
Richard Maraj

Durand Neighbourhood Association
North End Neighbourhoods
Alderman Ward 2
Hamilton Automobile Club
Metropolitan Hamilton Real Estate Board
Hamilton-Wentworth Roman Catholic
Separate School Board
Beasley Neighbourhood Association
Past Vice-Chairperson
Downtown BIA
Region of Hamilton-Wentworth Committee
for Persons with Physical Disabilities

REGRETS

Bruce Rankin
Mary Pocius
John Eyles

Hamilton Society of Architects
International Village BIA
McMaster University

STAFF AND OTHERS

Mary Lou Tanner (Coordinator)
Bill Janssen
Brenda Mitchell
Paul Ortmann

Local Planning
Local Planning
Stinson Community Association
Stinson Community Association

1. Chairperson's Remarks

Russell Elman called the meeting to order at 2:30 p.m. and welcomed those present.

2. Minutes of June 24, 1993 Meeting

It was moved by Kay Nolan and seconded by Richard Maraj that the minutes be adopted.

Carried

3. Other Business

- a) Russell Elman read a letter from the Hamilton Society of Architects, sent to the City Clerk, regarding the former Health Building. The Society states that they are opposed to the redevelopment of the site for a parking structure.
- b) Russell Elman advised the members that he had attended a meeting with representatives from LACAC and the Durand Neighbourhood to speak with David Christopherson regarding the process for selection of non-profit housing sites. The representatives were concerned that the Province is not looking at these projects in light of municipal planning objectives. The representatives advocated a proactive approach where the Ministry of Housing and the municipality work together in identifying and implementing sites for non-profit housing development.
- c) The issue of taxes on vacant buildings arose and it was suggested that perhaps the tax rate on vacant buildings could be lowered, thereby creating an incentive to retaining buildings. John Nolan, Gerry Kennedy, and Gil Simmons are to look into opportunities for modifications to the property tax to assist in preserving buildings.

4. Equitable Representation

It was agreed that Mary Lou Tanner would write to Alderman Agostino regarding the motion that Committees meet outside of City Hall to confirm this is CAPIC's practice and cite recent examples of meetings held outside City Hall.

5. Update on Planning Matters

- a) Design Guidelines for Parking Lots

Mary Lou Tanner informed Committee members that the report on Design Guidelines would be heard by the Planning and Development Committee on October 20, 1993. It was agreed that Gil Simmons would attend the meeting on behalf of CAPIC.

b) +15 Pedestrian Walkways

Mary Lou Tanner informed Committee members that the Planning and Development Committee had elected to receive the Department's Report and take no action on it.

6. Regional Transportation Study

The following points arose from the discussion on the Regional Transportation Study:

- how do interested citizens get involved?
- it was noted that the United States government is encouraging smaller cars and larger trucks.
- the taxes for road repair are needed because of the large size of trucks and their impact on the roads.
- perhaps higher rates for short-term parking are in fact having a detrimental impact on the downtown as it is an impediment to people coming downtown.
- some members expressed opposition to separate bus lanes.
- there were some members who supported the Perimeter Road while others are opposed to the Perimeter Road.
- strategies should be developed to encourage intensification but not allow out-of-proportion densities.
- local transit should be integrated with GO Transit.
- transportation trends have changed: railways have been dismantled; freight in Europe is now moving by train and not trucks; there has been a decline in the working population in downtown Hamilton.
- convenient transportation is the key.
- it is difficult to get people to change their lifestyles.

The above comments would be forwarded to the consultant undertaking the study on behalf of the Region. It was suggested that the Transportation Policies of the Central Area Plan be included with the comments.

6. Member's Reports

- i) John Nolan - questioned the status of the Thistle Club Development. Mary Lou Tanner replied that, at the moment, the Planning Department is awaiting revised plans from the applicant. No public meeting has been scheduled.
- ii) Jim Drake updated members on the activities of the Neighbourhood Plan Review Team, FARAC, and PRIDE HINT.
- iii) Gerry Kennedy noted that Burlington is trying to sell its railway station for \$1.
- iv) Gil Simmons noted that the Custom House is for sale due to bankruptcy of its owner.

7. Adjournment

It was moved by Gil Simmons that the meeting adjourn.

MLT:mlt

4.8 MOVEMENT

An efficient comprehensive transportation and transit system is essential to the Central Area. The system serves to integrate traffic with a desirable living and working environment.

This transportation system embraces car, bus, bicycle, rail, truck, pedestrian movement, as well as roads parking, loading and distribution points. This system should move people and goods into, out of, and within the Central Area with minimum disruption to the existing environment. In addition, the system is essential to the Central Area's role as the primary Regional employment centre and the enhancement of its business and commercial functions. In this regard, public transit plays a positive role in the development of the Central Area. The transit system will focus on the Downtown Core to increase accessibility and reduce the need for private vehicles in the area.

Key improvements include:

- reduction of "through" truck and commuter traffic within the core, and the interior of residential areas;
- continued development of a circumferential road system;
- provision of a pedestrian circulation system (e.g. +15 pedestrian walkways) in appropriate locations, upgrading and widening of sidewalks to link residential development to commercial, shopping, recreational facilities;
- continuation of the development of an efficient, co-ordinated public transit system; and,
- resolution of environmental concerns associated with the high volume of traffic in the Central Area.

An effective transportation system must achieve a proper mix of all forms of movement. Planning should provide for an appropriate mix of pedestrians and vehicles to achieve a balance between accessibility and a healthy environment. Continued monitoring of the traffic flows and volumes will be undertaken so as to provide the basis for making necessary adjustment in the future.

Policies regarding movement apply throughout the Central Area. Further, the policies of Subsection B.3 also apply to the Area.

Efficient System	4.8.1	The operation and adjustments to the traffic system should be compatible with the safety and convenience of pedestrians, desired land uses, and other goals for the Central Area.
Roads	4.8.2	Roads and sidewalks should be properly maintained as part of the overall enhancement of the image and environment of the Central Area.

- | | | |
|------------------------------|-------|---|
| Through Traffic | 4.8.3 | In order to alleviate traffic problems and reroute through vehicular traffic, especially truck traffic, away from the downtown area, there will be a new transportation route which would link Burlington Street West to Highway 403. In this regard, planning for such a route should reflect the overall goals for the Central Area with special consideration given to resolving any potential problems arising from its impact on adjacent residential neighbourhoods, the waterfront, the environment and on traffic flow through the Downtown Core. |
| | 4.8.4 | The existing system of major roadway and truck routes should be maintained and modified as required. |
| Diversion of Through-Traffic | 4.8.5 | In order to minimize disturbance and enhance the residential amenity, wherever feasible, through traffic will be encouraged only along roadways identified as major roads on Schedule "F". |
| Road Priorities | 4.8.6 | Any decision on the priority for new roads should take into account the importance of the Central Area in providing a high level of service to the whole Region, creating employment opportunities, energy efficiency, and improved environmental quality in terms of amenities and safety. |
| Parking | 4.8.7 | <p>To preserve and promote the economic health of the downtown core as the Regional economic centre, sufficient parking spaces should be available. Parking facilities should be improved, both by the City and privately. These spaces should be conveniently located and operated in such a manner as to encourage their use for short term parking needs for shopping, entertainment and business. As such, parking should be provided in accordance with the following provisions:</p> <ul style="list-style-type: none">(i) parking, loading and docking facilities for new development will be encouraged. Preference should be given to multi-level parking structures provided by the proponent or in co-operation with other developers to support an increased employment and shopping population;(ii) on-street parking will continue to be reviewed for maximum use of the spaces and compatibility with safety, movement and environment needs; |

(iii) Off-street parking lots will be encouraged in accordance with the policies of Sub-section 4.9; and

(iv) Major parking facilities should be located and arranged so as to minimize through traffic and reduce congestion. They will be encouraged to locate in the Downtown Core.

Pedestrian Movement	4.8.8	Council will encourage improvements to and expansion of the pedestrian circulation network which may consist of +15 pedestrian walkways sidewalks and communal areas in proposed development in order to enhance the attractiveness of the downtown core.
Vehicle/ Pedestrian Interface	4.8.9	Wherever feasible, vehicular and pedestrian traffic will be separated.
Pedestrian Access	4.8.10	Improved pedestrian access should be encouraged in the downtown core for the elderly, children and the disabled (e.g. wheelchair ramps).
Pedestrian Links	4.8.11	In accordance with the provisions of Subsection B.3.4 of this Plan, pedestrian walkways will be encouraged to form a continuous green space corridor linking the Escarpment to the Bay. These links will provide access to parks, residential areas, the Downtown and other pedestrian destinations in the City.
Bicycle Routes	4.8.12	The safe, convenient use of bicycles in a way that minimizes conflicts with pedestrians and vehicles will be encouraged, through the provision of bicycle routes throughout the Central Area.
	4.8.13	A bicycle path system, similar to pedestrian links, will be encouraged to link the Escarpment and the Bay and provide access to parks, residential areas, the Downtown and other destinations in the City.
Public Transit	4.8.14	All forms of public transit should contribute to a convenient and coordinated system of transportation within the City. Accordingly, the downtown urban transit bus mall will be improved, as required, to ensure downtown's role as the primary focal point of transit service and thereby provide access to employment, commercial and cultural activity nodes in the Area.

- | | | |
|---------------------------------|--------|--|
| Multi-modal
Transportation | 4.8.15 | A multi-modal transportation terminal should be provided at the Canadian Pacific (formerly T H & B) station. |
| Rail
Service | 4.8.16 | Commuter (GO Train) inter-city passenger rail services linking Hamilton, and all other centres should be improved. |
| Bus
Services | 4.8.17 | The bus service between Hamilton and Toronto and Hamilton and surrounding communities within and beyond the Hamilton-Wentworth Region should be maintained and improved. |
| Transit
Links in
the City | 4.8.18 | For the convenience of users, innovative methods will continue to be encouraged in order to improve the efficiency of public transit linking the downtown core and other areas of the City and beyond. |
| Air
Service | 4.8.19 | The use of Hamilton Airport should be encouraged as a stimulant to the economic well-being of the Central Area. |

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